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The Hongkong Telegraph

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RIVER TRAGEDY.

BLUEJACKET'S FALL IN YANGTZE.

SOUTHERN ARMY DISOBEYS ORDERS.

RAID TOWARD PEKING.

Kiukiang, Oct. 14. There was a fatality on board H.M.S. Witherington on Wednesday when A. B. Charles Elderton, an unmarried man, fell overboard and was drowned. Elderton's home address is Erick Road, Forest Gate, London.—Naval Wireless.

ORDERS DISOBEYED.

Southern Army Stays.

Nanking, Oct. 14. It is understood that the order given to the 19th Army to advance up the Pukow River has not been complied with. At the moment the army is stationed at Chuchow, having an advance guard opposed to the Northern army at Ming-kuang. The 19th Army, it is stated, consists of very young troops who are badly equipped. It has been responsible for the tearing up of a large section of the railway line north of Chuchow.

Mr. C. C. Wu and Mr. Sun Fo have returned to Nanking.—Naval Wireless.

PEKING, COMMUNICATIONS.

Raid by a Shansi Force.

Peking, Oct. 14. The Ankuochin spokesman states that the Shansi army of 8,000 men to the south of Peking is likely to be practically annihilated. On the northern front the Shansi forces are evacuating Kalgan.

Meanwhile the two Shansi divisions detailed to raid communications advanced within twenty miles of Peking. Strong Mukden reinforcements were despatched to deal with the menace, which the spokesman declared was not serious and soon liquidated as Mukden has ample reserves with which to suppress the raiders.—Reuter.

THE FOCHOW BATTLE.

Move by Chang Kai-shek?

Shanghai, Oct. 14. It is authentically reported that over 40 soldiers and two civilians were killed in yesterday's fighting in the streets of Fochow between Tang Hsu-shiang's troops and the Eleventh Army. The capture of Fochow by the Eleventh Army, the majority of whom are Fukienese when it was thought the army was in Anhui surprised those who are well-informed, who believe the move is a part of the plans of Chiang Kai-shek and Ho Ying-ching to strengthen their position in Chekiang and Fukien.

Having skillfully disarmed the 27th Army who have hitherto maintained their old northern cadres and who were planning to sack Nanking, the Nanking Government has ordered the 26th (formerly Chow Feng-chi's) across the Yangtze, desiring, it is believed, to remove it outside Ho Ying-ching's sphere of influence.

The Nanking Government has placed the two armies in Nanking, the 16th and the 18th under the command of the notorious Chen Chien. The foregoing somewhat explains the seething undercurrents south of the Yangtze.—Reuter.

AFRICA TO SOUTH AMERICA.

"NUNGESSER-COLI" SETS OFF.

Dakar, West Africa, Oct. 14. Captain Costes and Lieutenant Le Brix, flying from Paris to Buenos Aires took off from St. Louis in the aeroplane "Nungesser-Coli," on an across the Atlantic non-stop flight to Port Natal, Brazil, and thence to Rio de Janeiro and Buenos Aires.—Reuter.

FINE WEEK-END.

SUNSHINE LATER.

The Royal Observatory's local weather forecast up till noon tomorrow is: "North winds, fresh; cloudy at first, finer later."

THE PUBLIC WORKS LOAN.

OFFICIAL EXPLANATION OF PROCEDURE.

MISUNDERSTANDING CLEARED.

We have received the following letter from the Hongkong and Shanghai Banking Corporation regarding the Public Works Loan:

Sir,—We would refer to the paragraph, which appeared in your issue of the 14th instant re the Hongkong Government Public Works Loan, in which you state "It was understood that cheques forwarded through the post locally will not be accepted."

Your representative who interviewed the undersigned, did not bring up the question of applications through the post. The prospectus as advertised in your paper states that "The Subscription list will be opened on Monday the 17th day of October, 1927 and closed on or before Saturday the 22nd day of October, 1927." Applications will be received by the Bank however made, personally, by bearer, chit book or Post, on and after Monday 17th October, until the list is closed.

We enclose a letter on the subject which we are addressing to the Hongkong papers.—Yours, etc., H. G. HEGARTY, Actg. Chief Accountant.

(Enclosure.)

Sir,—As there seems to be some misapprehension as to how and when applications to participate in the Hongkong Government 6% Public Works Loan (1927) should be made, we should be glad if you would give prominence in your paper to the following points which may be of assistance to subscribers.

1. The Subscription list opens on Monday, 17th October and closes on or before Saturday, 22nd October.

2. Applications may be made personally, by bearer, chit book or by Post.

FRONTIER SPIES ARE ARRESTED.

A DESERTER GIVES THEM AWAY.

Riga, Oct. 14. The Latvian authorities have arrested 23 persons, mostly Latvian railway official frontier guards, on a charge of supplying the Bolsheviks with military information.

The police received documentary proofs, and a full list of the men's names, from a former Soviet secret police agent, who recently deserted from the Soviet Republic service.

The majority of the arrested men have admitted that they were employed by the Soviet secret police for a considerable time.—Reuter.

THE COLONY'S FINANCES.

STATEMENT FOR MONTH OF JULY.

The financial statement of the Colony of Hongkong for the month of July last, shows a balance in hand at the end of the month amounting to \$4,298,191.61. The balance of assets over liabilities at the end of June was \$4,306,577.72, and the revenue during July was \$1,664,404.73, giving a total of funds in hand of \$5,971,382.45; while the expenditure during July amounted to \$1,673,190.84.

RADIO TELEGRAMS.

FOR AMERICA AND EUROPE.

It is officially notified that on and after Monday next, radio-telegrams will be accepted by the Radio Telegraph Department, General Post Office Building, for transmission to the American Continents, Hawaiian Islands and Europe through the intermediary of the Radio Corporation of the Philippines at Manila. The full list of rates is set out in the Government Gazette.

CANTON OUTRAGE

TWO COMMISSIONERS KILLED.

SEAMEN'S MEETING SEQUEL.

Two brutal murders followed the Seamen's General Delegate Conference in Canton yesterday, seven of the Commissioners at the Seamen's Union office being dragged into the street by the unionists who had decided to turn "red." All seven men were severely beaten, two being killed outright and left lying dead in the street. Three others were seriously injured in the fight in which the police failed to intervene until it was all over.

The radical seamen also set fire to the Seamen's Club in an endeavour to frighten the moderate officials away. Later in the day all the seamen's offices were taken over by the leftists, or "reds," the moderate officers appointed by the Government during the anti-red coup being forced to flee.

The Conference was called for the purpose of overthrowing the seven moderate officials and was attended by 3,000 seamen delegates, including many from the Hongkong steamers who left their ships yesterday morning.

There were also thousands of other leftist labour unionists present to help their comrades to regain power. The meeting began with a speech of one of the notorious leftist Seamen's leaders, who denounced the moderates and repudiated the present management of the Union's affairs. The man declared that the Re-organisation Committee which was formed shortly after anti-red coup, was "run by a number of labour thieves who had sold the Union's members as swine." He then asked those present to shout down with the "Re-organisation Committee." When the shouting was at its height the resolution to have the Union further re-organised and to overthrow the present commissioners was passed.

Canton Changes.

Now that Li Chai-sum's troops, together with those of Wang Shao-hung have returned to Canton the position of the Ironsides is not so secure as when the other troops were engaged in cleaning up the Swatow "reds". In fact, it is reported that Chang Kai-shek will take his Ironsides North-again to continue the expedition in view of the activity of the northern militarists. It will be some time, however, before any move is made.

Li Chai-sum has appointed Tang Shi-chang as Chief of Staff of the Eighth Expeditionary army of which General Li is the chief commander. General Tang Yin-wah is to be the chief aide-de-camp to this army. Mr. Chan Kung-poh, a prominent leftist, becomes Civil Commissioner of the Kwangtung Provincial Government and also Chief Director of the newly formed Canton Military Council.

No important appointment has come in the way of Mr. Chan Shiu-yai, a subordinate of Wang Ching-wai and he is to leave for Hankow to call on his chief.

The Swatow "reds" recently sent from Hongkong to Canton were arrested by the police when the Kinsan arrived and are now undergoing examination.

The anti-red committee of Canton, formed during the anti-red coup to direct the work of cleaning up the "reds" is to be dispersed and the Canton office of the Ministry for Foreign Affairs has ceased to function following the appointment of Mr. Chan Chang-lok as Commissioner.

Steam Schedule Resumed.

From enquiries made this morning it would appear that the boats on the Canton run have resumed their schedule trips to-day, and that the crews have settled down to their work again without trouble developing.

It would appear that the Tai-shan, which came down on Thursday night, and which is stated to have left Canton before the retention order was issued, really left on the condition that the crew would be allowed to return to Canton the same night by the night boat, in order that they would be able to attend the meeting.

(Continued on Page 16.)

BOOM IN THE MOTOR TRADE.

BIG BUSINESS DONE AT OLYMPIA.

BRITISH MAKES FAVOURED.

London, Oct. 14. The motor show at Olympia, which opened yesterday, is attracting large crowds. It is estimated that 12,000 people were present to-day.

A feature was the large proportion of these who did not arrive in cars, but were evidently prospective buyers, who waited in long queues for admittance.

British manufacturers were unanimous in expressing their satisfaction with the business being done. Representatives of some firms producing six-cylinder cars, in costing less than \$400, declare that their factories will have to be enlarged on account of the big sales. These cars, they say, have won ground previously monopolised by American cars.

But while it is in the cheaper cars that the home manufacturers are scoring heavily, the makers of expensive cars are doing almost equally well. Indeed, they are agreeably surprised at their success, in view of the competition.

The show promises, in the general opinion, a year of unprecedented business in the motor industry.—British Wireless.

FLIGHT TO AUSTRALIA.

AN ADVENTUROUS LADY.

London, Oct. 14. An Avro Avian light aeroplane, named "Red Rose," has left Croydon for Australia, carrying Captain W. N. Lancaster and Mrs. Keith Miller.

They are following a route from Egypt along the Imperial Airways line to India, thence over Burma, Siam, and the Dutch East Indies to Port Darwin.—Reuter.

London, Oct. 14. A small Avro Avian aeroplane left Croydon aerodrome this afternoon, for a flight to Australia. It is a little two-seater machine, which is named the "Red Rose," and is carrying Captain Lancaster, of the Royal Air Force Reserve, and Mrs. Keith Miller, on a 13,000 miles journey, which is longest ever undertaken by a woman.

Their route lies across the continent to Africa, along the Imperial Airways line to India, thence over Burma, Siam, and the Dutch East Indies, to Port Darwin.—British Wireless.

CALCUTTA SHARES IN LONDON.

GAMBLING IN JUTE POSSIBLE.

London, Oct. 14. A new field for British investors is opened by the announcement that a market is about to be started on the London Stock Exchange in shares of some of the Calcutta jute companies. Two of the leading jute companies in tea shares will introduce them.

The capitals of the jute companies are in rupee form, but to facilitate and simplify transactions here, dealings will be on a sterling basis. For instance, shares of 100 rupees each will be nominally equivalent to shares of £7.10.0.

The jute industry is subject to considerable fluctuation, so that these shares must be regarded as coming within the category of speculative investments.—British Wireless.

BRITISH MACHINES FAVOURED.

NEW ZEALAND GOVERNMENT'S TYPEWRITERS.

London, Oct. 14. The New Zealand Government have placed all their typewriter contracts with a British company. Last year this was equivalent to 3,000 machines.—British Wireless.

FLIGHT EPIC.

SEVERE BATTLE WITH ELEMENTS.

FORTY-ONE HOURS ALOFT.

New York, Oct. 14. A connected narrative of the aeroplane "American Girl's" adventures in the Atlantic has been wirelessly by Captain Goos of the Barendrecht.

He tells the story of how Miss Ruth Elder and Captain Hildeman encountered "a storm zone," but emerged triumphant after fighting the elements for eight hours, but they were driven far to the southward of their intended course.

A mishap revealed itself when the oil-pressure gauge began to drop, and they discovered that the feed pipe was fractured. The aviators continued to fly as best they could for five hours, in momentary fear that the pistons would jam. Then, when 350 miles from the Azores, they joyfully sighted the Barendrecht and alighted alongside the tanker, which they boarded at 10.30 yesterday morning.

The sailors made fast the plane, and the intrepid girl and her companion clambered aboard, "well but fatigued."

Captain Goos attempted to salvage the aeroplane, which hitherto was undamaged, but probably through the petrol spilling over on to the overheated engine, the petrol tanks ignited and two explosions followed. The monoplane soon was a mass of flames, and the captain was obliged quickly to sheer off in consequence of the inflammable nature of his cargo, and the aeroplane was completely burned out.

It is estimated that the "American Girl" was in the air for 41 hours, 26 minutes, was 600 miles away from Europe, and had covered 2,600 miles.—Reuter's American Service.

EARLIER CABLES.

America Overjoyed.

New York, Oct. 14. Americans all over the country are full of joy at the news of the rescue of Miss Ruth Elder and Capt. George Hildeman.

Miss Elder's parents were almost in a state of collapse after a sleepless night when they received the news of the safety of their daughter. Mrs. Hildeman wept for joy when she learned that her husband had been rescued and confessed that she had cried throughout the night.

Promoters Want Profit. The promoters of the flight are attempting to make the utmost profit out of the failure. One of the backers refused to instruct Ruth to cable a despatch to the American papers because "anything she said might ruin the commercial value of her story, subsequently we are going to keep this bottled up until we can sell it. The flyers have been instructed to talk to no one."

One promoter asked \$815,000 for the story but only \$51,500 was offered.—Reuter's American Service.

"None the Worse" Anniston, Alabama, Oct. 14. Miss Elder's mother has received a message from her daughter on board the Barendrecht saying "We are safe and nobody is any the worse."—Reuter's American Service.

GERMAN ATLANTIC FLIGHT.

AIRMEN REACH THE AZORES.

London, Oct. 14. The German Atlantic fliers who were held up by bad weather have restarted for the Azores.—Reuter.

Horta, Oct. 14. The German Atlantic fliers have arrived here and alighted in the harbour. All is well.—Reuter.

PARIS TO BANGKOK.

Challe reaches Aleppo. Aleppo, Oct. 14. The French airman Challe, who is flying to Bangkok, has arrived here.—Reuter.

Further Progress. Paris, Oct. 14. Challe has arrived at Basra.—Reuter.

Bulls and Inners

From the Office Butts.

This hint of cold weather is making local cats tremble. If they don't look out for themselves they will be muffs.

There is a lack of spirit at the average tea dance; tea leaves you like that.

The San Francisco man who shot at the screen just as the villain was about to seize the beautiful damsel must have been firing at the same picture we saw last March.

Talking of currency fluctuations, famous masterpiece "In a Crowd" we observe that Yen has declined in North China.

We understand that the man who was thrown out of a local cafe the other night, had merely asked the proprietor why he had no sole.

A Professor Necker has written to the European press on the subject of women's "sensible modern fashions." He evidently is an advocate of the policy of Necker nothing.

We are interested in the man who chewed 112 sticks of gum in an American contest, only to the extent, however, of wondering where he stuck it afterwards.

The local reference to artists "binging" a concert to a successful conclusion, recalls the wayward composer's description of a "military brass bang."

Social Note: Although the bathing beaches are closing, the fashionable set will still be in the swim.

Don't throw that old topee away yet. Better take it back to the club from which it was borrowed.

An auctioneers has been raided in Shanghai. Nobody was knocked down and the robbers were withdrawn without reserve.

Was the building authority consulted before Government House was given a Southern aspect?

Owing to the increased demand for spares, Ford has taken a plantation in Brazil—where the nuts come from.

There are some old people in the New Territory who have never seen a motor car which probably accounts for it.

Channel swimmers do not get medals, they get a cross.

Now if that 132-year-old Turkish gentleman would like a little real publicity, why doesn't he learn to fly?

Another stray bat from the belfry—"Why are not grass widows green?"

The late secretary to the Mayor of Kowloon Tong has settled down in residential Kowloon but has apparently unsettled his neighbours by bringing his farmyard with him.

"Query!" Spats should not be worn until the north-east monsoon is firmly established. Their use during this season prevents the dust from reaching your ears.

From a contemporary: "Milk drinkers are more constant and loving than beer drinkers." That is why cats are so gentle.

A headline we never expect to see: "Accident to Peak Dog; Policeman Sheds Tears."

An advertisement in a contemporary reads, "Young Specialist with higher school education, and trade school training, especially acquainted with the Article Singlets, seeks suitable position." With such a combination of understanding, he cannot be expected to sacrifice his vested rights.

"Some alarm has been caused at Home by cracks in Britain's Crust." We are assured that this has nothing to do with the Bolsheviks wanting a finger in the pie.

An English lady aviator has created a world's record for high prizes given to those who were able to sing all the words of "Auld Lang Syne."

A correspondent suggests that there might have been a competition at the Scottish Sports and flying. We understand that the able to sing all the words of "Auld Lang Syne."

The movie operators in Chicago went on strike and theatres were closed. Maybe Mayor Thompson was just a bit indiscreet in defying King George like that.

"We inherit that jazzy instinct from our jellyfish ancestors," a zoologist tells us. Apparently professors, like many more of us, have to dress and go out sometimes with their wives.

Reference in a local announcement to the "Berks, Duck and Oxen Musical Festival" suggests that famous masterpiece "In a Crowd" we observe that Yen has declined in North China.

Talking of beer, some people cannot Ax for enough when they get started.

"Constant Reader." We have already received forty-nine "Bulls" punning "Loofah" for "Loafers" apropos the theoretical evolution of man from sponges.

News item: "No formal celebration marked Mr. Ford's birthday. He arose shortly before 7 a.m. A 7.30 his chauffeur and his orchestra leader met him." Possibly to see if his new car was in tune.

According to a contemporary when a woman aviator sets out on a flight to Australia from London, "The wife of U. S. High Commissioner for Australia will christen the plane." It is not true, however, that the lady will be greeted on arrival by the U. S. Lord Mayor of Sydney.

A Repulse Bay correspondent reports that during the week-end a crew was discovered among the cruisers. We have referred the matter to the R.H.K.Y.C.

A picture of the week was "The way of a Girl." Wayward as usual.

There is plenty of Rake-off-sky in Russian politics apparently.

The local St. Andrew's Society was "At Home" during the week but the Treasurer of the Shanghai compatriots reports being "Out."

The Peak dog shooter couldn't get his "chow" on a desert island.

We have had illuminating entertainment this week. "Bright Lights" at the Star and Dim-Out at the Queen's.

A rise in sterling is reported, but we are unable to raise any.

Reported progress of Koennecke, the German airman, indicates that he will probably "Koennecke" with Tokyo.

The London typist who swum the Channel nearly mist in the fog.

The Government has freed Kowloon Tong in the matter of forestry development.

"Twins a Festive Eve, and to the strains of a Ukulele, a Sunburst Rose over the Town Hall. The Geeser, disregarding Total Abstinence, wobbled on a Scooter like a Humdinger on the Beautiful Terrace of Limestone Hall, thereby damaging the Barley Grass to the disgust of the Mucos Beauty!"

To judge from the noise of that infernal dredger, North Point must be a hard point.

"Island of Fragrant Streams" is apparently getting hackneyed. Nowadays it is suggested it should be "Island of Concrete Waterfalls."

It is rumoured that General Ewe An-mee desires to obtain control of the City of Rams.

Professor Dacha-Hund is reported to be deeply engrossed in drawing up a lengthy letter to the press on the burning topic, "Have cats got nine lives?"

A correspondent suggests that there might have been a competition at the Scottish Sports and flying. We understand that the able to sing all the words of "Auld Lang Syne."

ARTEXHIBITION OF
CLOISONNE,
IVORY CARVINGS
LACQUERED WARE
ETC., ETC.AT THE SALON
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KOMOR & KOMORMr. Mori, the great Art collector of
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Engineering and Building Materials**GAY KEE**

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POLICE AND HAWKERS.**MORE ABOUT 'PASSWORDS'
AND 'SQUEEZE.'**The hearing of the case against
the seven constables attached to the
Hawkers' Department of the Cen-
tral Police Station was continued
before Mr. R. E. Lindsell yesterday.Mr. E. Davidson appeared for the
fifth defendant, and Mr. A. E. Hall
for the first, second and sixth.The third and fourth man were
originally represented by Mr. L. D.
Turner, but they were yesterday
represented by Mr. C. A. S. Russ,
who also defended the seventh man.Mr. L. H. V. Booth, who gave
evidence at a previous hearing, was
recalled at the request of Mr. Hall.
Mr. Booth stated that he strongly
suspected that the sixth defendant
was concerned with the other
defendants, and was considering
putting him up for banishment.
Witness said that the sixth defen-
dant was asked whether he would
like to tell the truth, in the hope
that the Captain Superintendent of
Police might deal leniently with
him.In the course of the afternoon's
hearing several hawkers, licensed
and unlicensed, gave evidence of the
various passwords used from time
to time. One of them stated that
after a fee was paid a hawker
would be immune from arrest, but
should he, by any mistake, be arrest-
ed, the defective making the arrest
would stand bail and later pay the
fine.One hawker stated that he had no
license to hawk but managed to get
one through the assistance of one
of the defendants, who demanded
\$30 for his services.Through the examination of
another witness it appeared that
different passwords were used in
different areas. At the close of
yesterday's hearing the prosecution
announced that they had given
further witnesses.His Worship fixed the next
hearing for Tuesday morning at
11.30 a.m.**RUMOUR DENIED.****SIR AUSTEN CHAMBERLAIN'S
LAND PURCHASE.**

London, Oct. 14.

There is no foundation for the
report in circulation that Sir
Austen Chamberlain has bought
an estate in Corsica. The British
Foreign Secretary has not ac-
quired and has no intention of ac-
quiring any property in Corsica
or elsewhere outside Britain.—
*British Wireless.***LOCAL WEDDING.****FALLA—KINGDON.**The wedding took place at Union
Church, Kowloon, yesterday after-
noon of Miss Una Maud Falla,
daughter of Mr. and Mrs. T. J.
Falla, and Mr. Cecil James King-
don, son of Mr. and Mrs. H. King-
don.The bride was charmingly attired
in a dress of white crepe-de-chine
and carried a bouquet of white
roses. The bridesmaid, Miss
Catherine Barrage, wore a dress of
blue georgette, and the flower girls,
Miss Alice Dedear and Miss Patsy
Chevalier, pink crepe-de-chine.
The bridesmaid carried a bouquet
of pink roses and the flower girls
baskets of the same flower.The bride was given away by her
father and Mr. J. H. E. Edwards
officiated as best man. The cere-
mony was performed by the Rev.
J. Kirk Macdonald, Mr. Andrews
being at the organ. Afterwards a
reception was held at 526 Nathan
Road. The happy couple will leave
by the s.s. Malwa for a honeymoon
in London, the bride's going-away
dress being of white net with a
grey wrap.**A BISHOP EXCLUDED
FROM CHURCH.****SECESSION OF HUNGARIAN
VILLAGERS.**Vienna.—At the village of
Szikso, in Upper Hungary, the post
of Roman Catholic priest became
vacant. The population appealed to
the Bishop of Kaschau to appoint
their chaplain, a favourite with
them, but the Bishop nominated an-
other priest.Last Sunday the new priest was
to be solemnly introduced to the vil-
lagers. When, however, the Bishop
appeared at Szikso, a crowd sur-
rounded his carriage, and used
abusive language. The Bishop con-
sented to receive a deputation at the
vicarage, but their demands were
refused, and the infuriated people
began to bombard the building with
stones.The gendarmes dispersed them,
but when the prelate and new
priest endeavoured to go to Mass,
suddenly ninety carriages, full of
peasants, appeared from all sides,
forming a wall round the church,
which the two dignitaries could not
enter. Finally they were per-
suaded to leave, but later on they
entered the vicarage one by one in
order to announce their secession
from the Roman Catholic Church,
no fewer than 432 families declar-
ing their change.The excitement in the village has
been increased by the arrest of
forty ring-leaders.**BRAZILIAN LOAN.****OVERSUBSCRIBED IN FIFTEEN
MINUTES.**

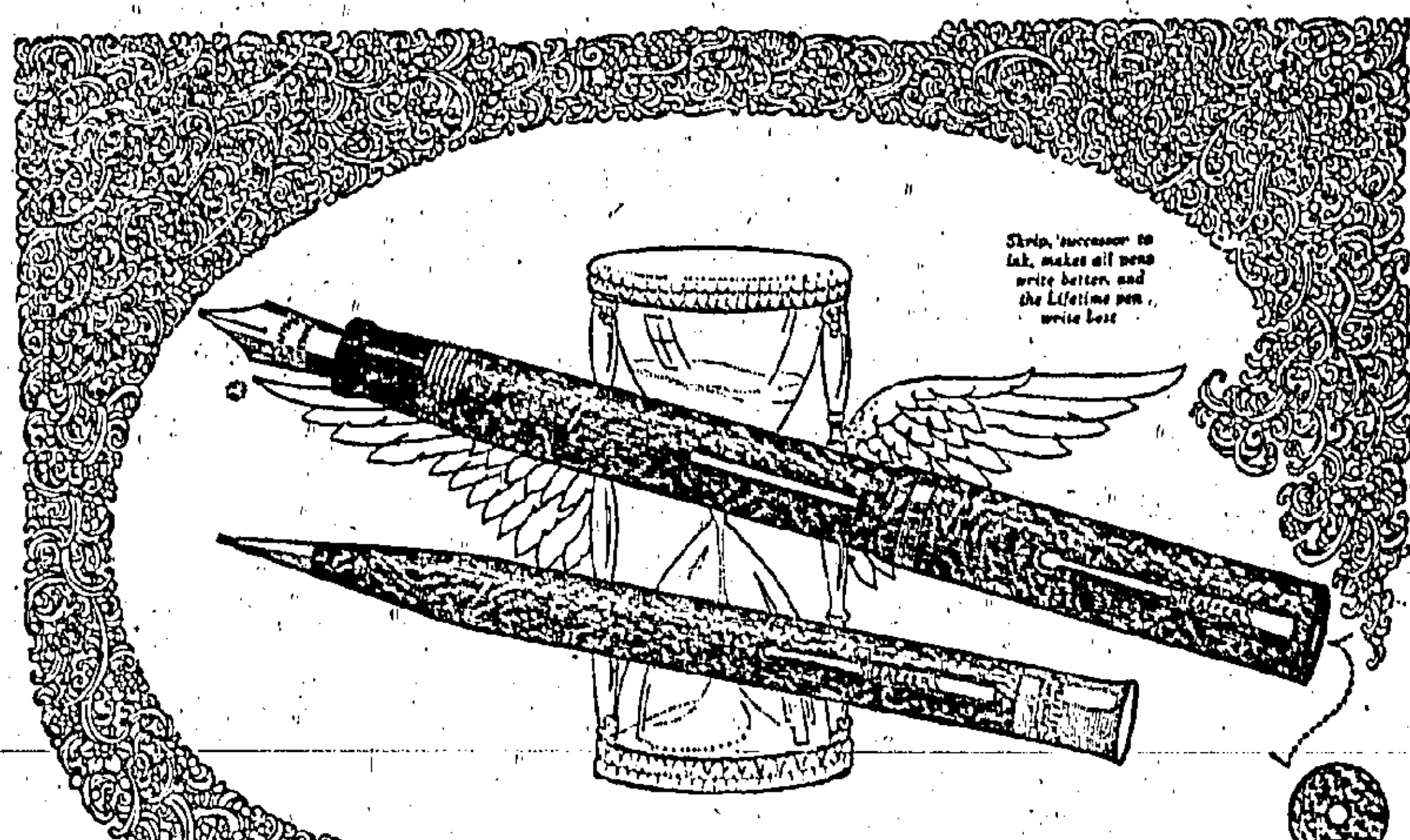
London, Oct. 14.

In a quarter of an hour yesterday
the British portion of the Brazilian
loan amounting to £7,000,000 was
oversubscribed more than five times.
Another foreign loan is expected
next week for Poland. It is
for the purpose of establishing
Polish national finances in national
currency. The English portion will
be for £2,000,000, issued in seven
per cent. at ninety-two.—*British
Wireless.***NEW COINAGE.****PALESTINE TO ADOPT POUND
STERLING.**

London, Oct. 14.

New coinage will come into
operation in Palestine beginning of
next month. It is based on the
pound sterling divided into 1,000
mils, superseding the Egyptian
coinage in operation in Palestine
since its occupation, which is based
on the Egyptian pound divided into
100 piastres each of ten millerem.
—*British Wireless.***HOME POLITICS.****500 LIBERAL CANDIDATES.**

London, Oct. 14.

Sir Herbert Samuel, Liberal
Party leader, announced yesterday
that when the next general elec-
tion takes place the Liberals will
put forward 500 candidates, who
would stand in complete indepen-
dence of every party.—*British
Wireless.*IT'S QUALITY
THAT COUNTS**Time cannot harm
these Fine Writing Instruments**Guaranteed they are for a lifetime. But what is infinitely
more important, they are guaranteed to be superlatively
fine writing instruments always. They are not merely
guaranteed against imperfections. They are guaranteed to
work, and to work well, for a lifetime. The white-dotted
Sheaffer pen will withstand any kind of hard usage.
With its Radite barrel and its infallible nib, it is as
tenacious as it is beautiful, a dependable writing instrument."Lifetime" pens and pencils in green or black—at better stores everywhere.
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—makes all pens write better.

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GODOWN Co., Ltd.**NOTICE IS HEREBY GIVEN that the Undermentioned
cargo at present stored in this Company's Godowns at
Kowloon will be SOLD by Public Auction unless CLEARED
on or before the 31st instant and/or the Charges in respect
thereof paid:—

Lot.	Storers's name.	stored.	Date	Cargo.
E34488	Nam Hing	Sept., 1924	Ends White	—420 Pkgs Corr.
E34624	Yuen Hong	Nov., 1924	Ex-075	Steel Bars
	do.			—326 Bales Wire
				Shorts
E34628	do.		H L Co.	— 22 Bales Paper
E30787	Eastern	June, 1928	W	—845 Sks. Guano
	Agricultural			
E30788	Fertilizer Co.		W	—107 Brls. Guano
E12672	Yick Tai & Co.	Nov., 1922	RTK	—250 Cases Beer
E10466	Oriental	July, 1924	E	— 50 Cases
	Overseas Co.		E	Cigarettes
E16473	do	Aug., 1924		— 9 Cases
				Cigarettes
E54044	Honshing		G	— 55 Bales
	Mercantile Co.			Narcissus
E84102	Ltd	June, 1924	n/m	Bulbs
	Colonial			—228 Pkgs Old
Var. Lots	Grading Co.	Var. dates	CTC	Wire etc.
				—8,300 Casks
				Cement

F. H. CRAPNELL,
Acting Secretary.

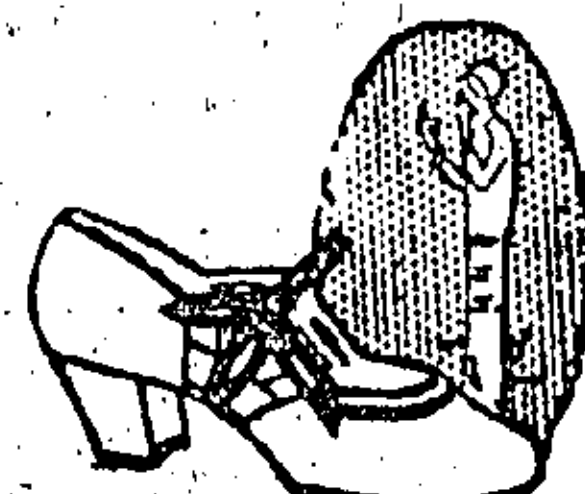
Hongkong, 5th October, 1927.

Established 1912.

THE

ROYAL

SHOE STORE.

Ladies' Dancing and
Walking Shoes,
also Lizard Skin ShoesMADE TO ORDER
Expert Fit and Good
Workmanship.No. 1, D'Aguilar Street.
Opposite Yee Sang Fat Co.
Telephone Central 3237.**METALS**of all kinds especially for ship-
building and engineering work.
Complete stock. Best Terms,
Immediate delivery.**SINGON & CO.,**

ESTABLISHED A. D. 1880.

HING LUNG ST.

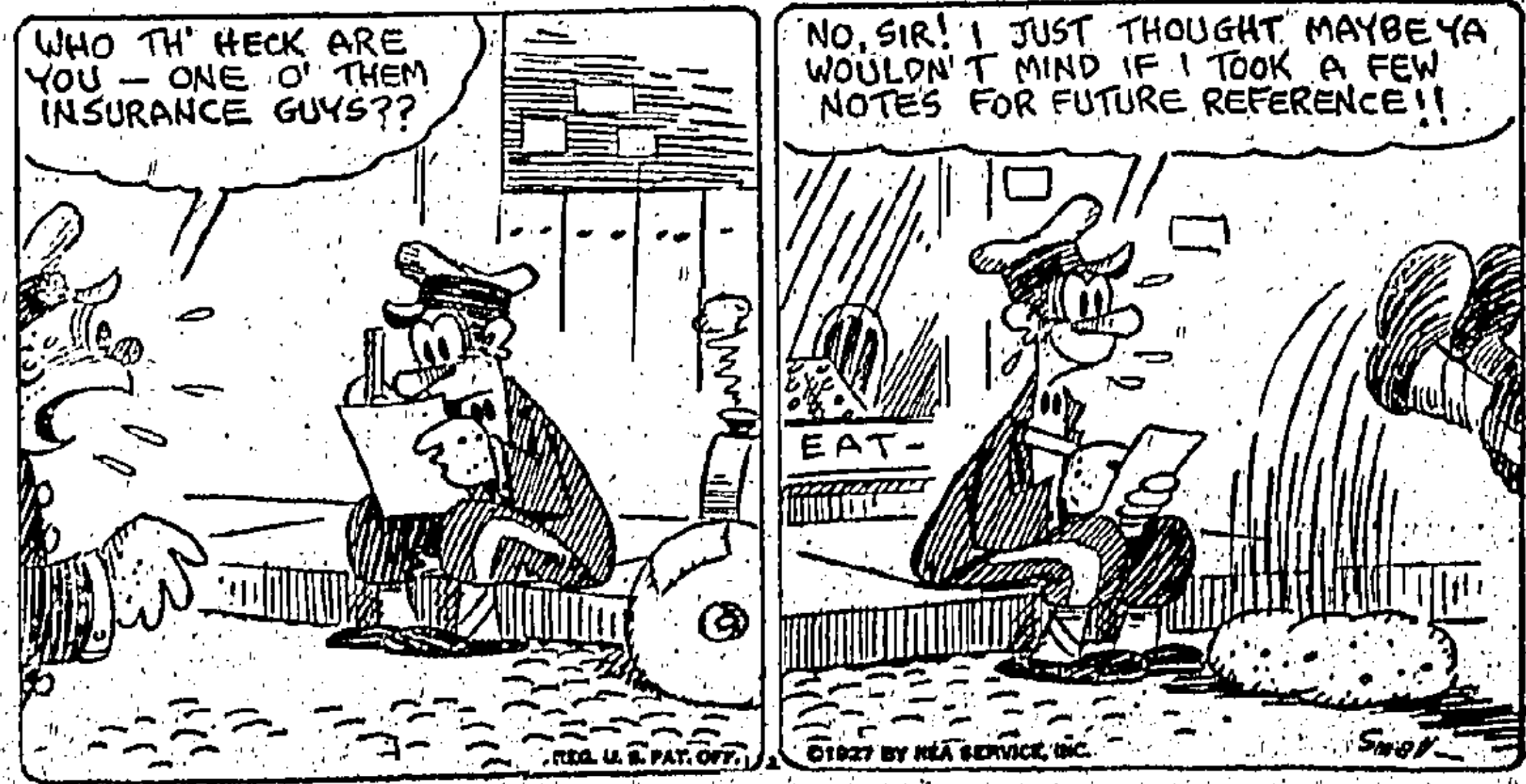
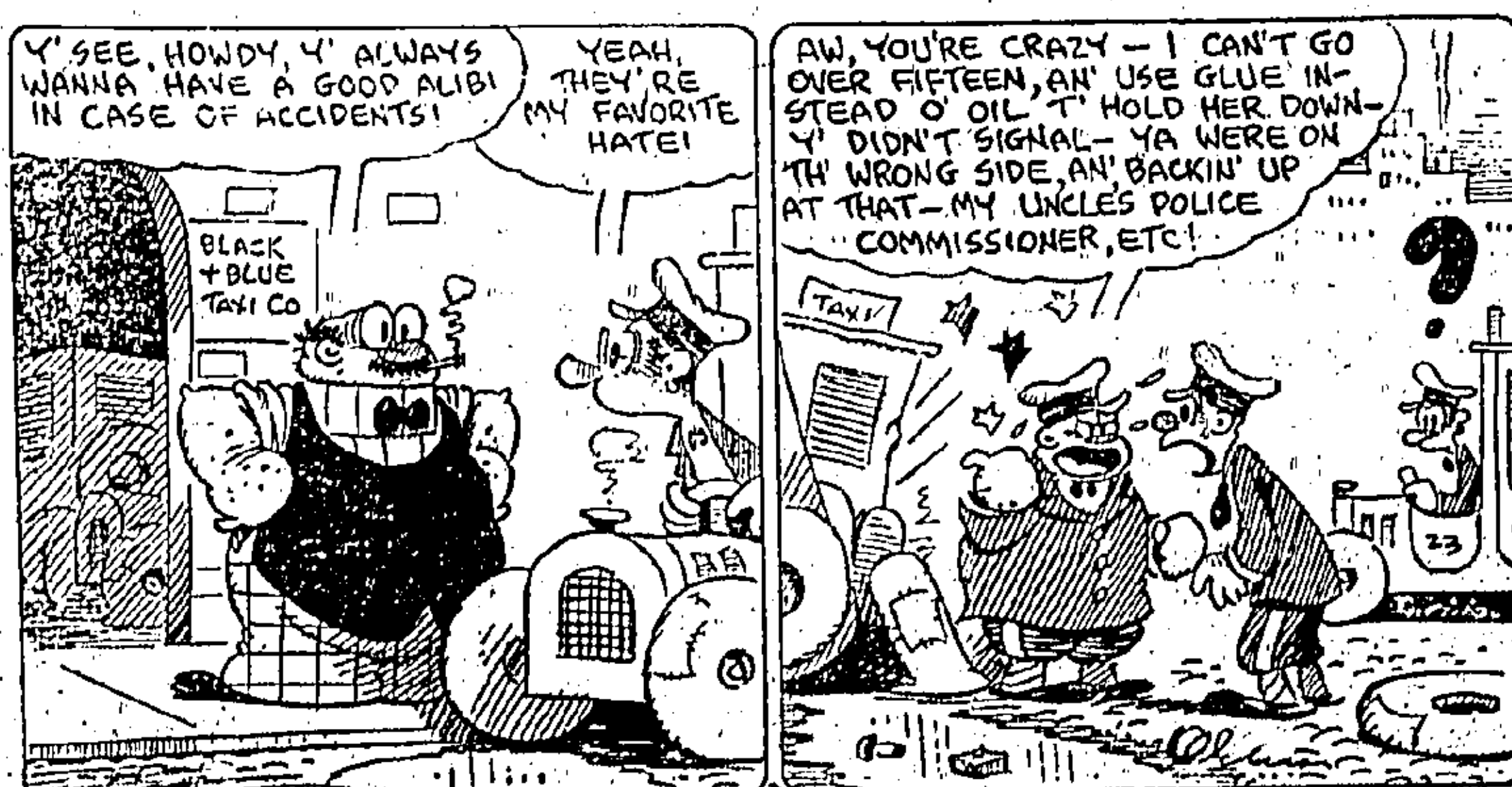
Phone Central 515.

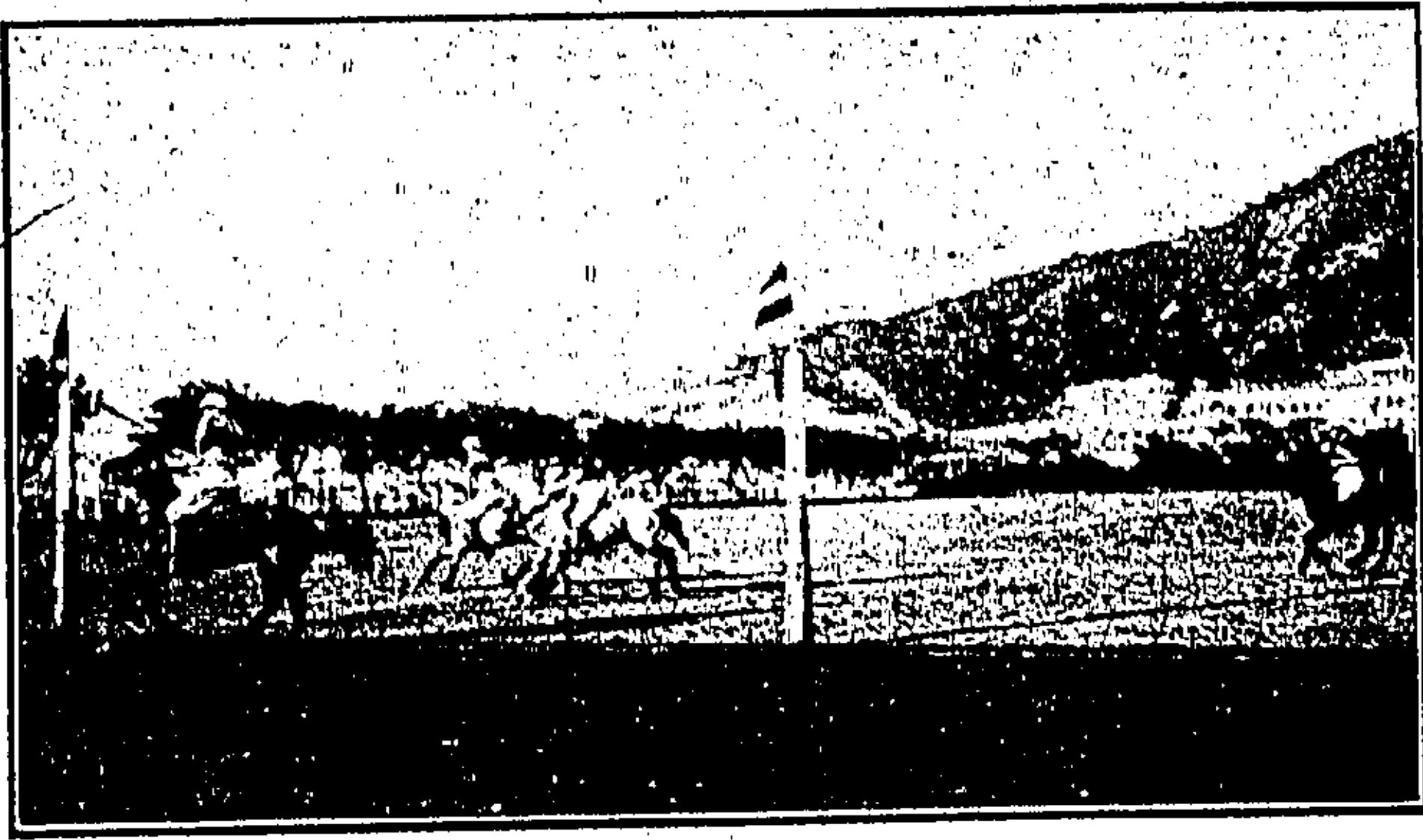
MASSAGE HALL

MRS. S. UZUNOYE

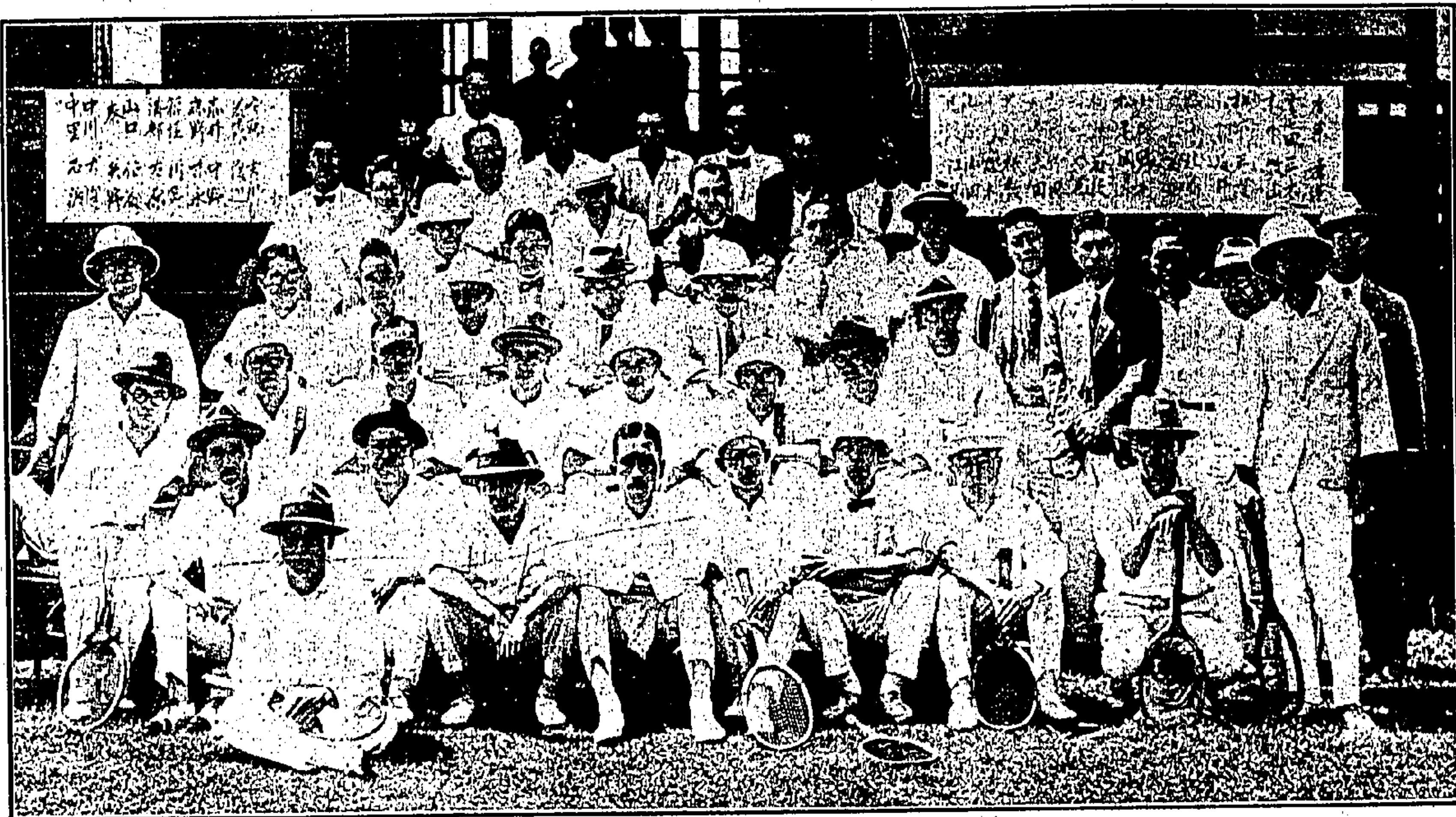
Expert Masseuse

37, Queen's Road, C 2nd floor

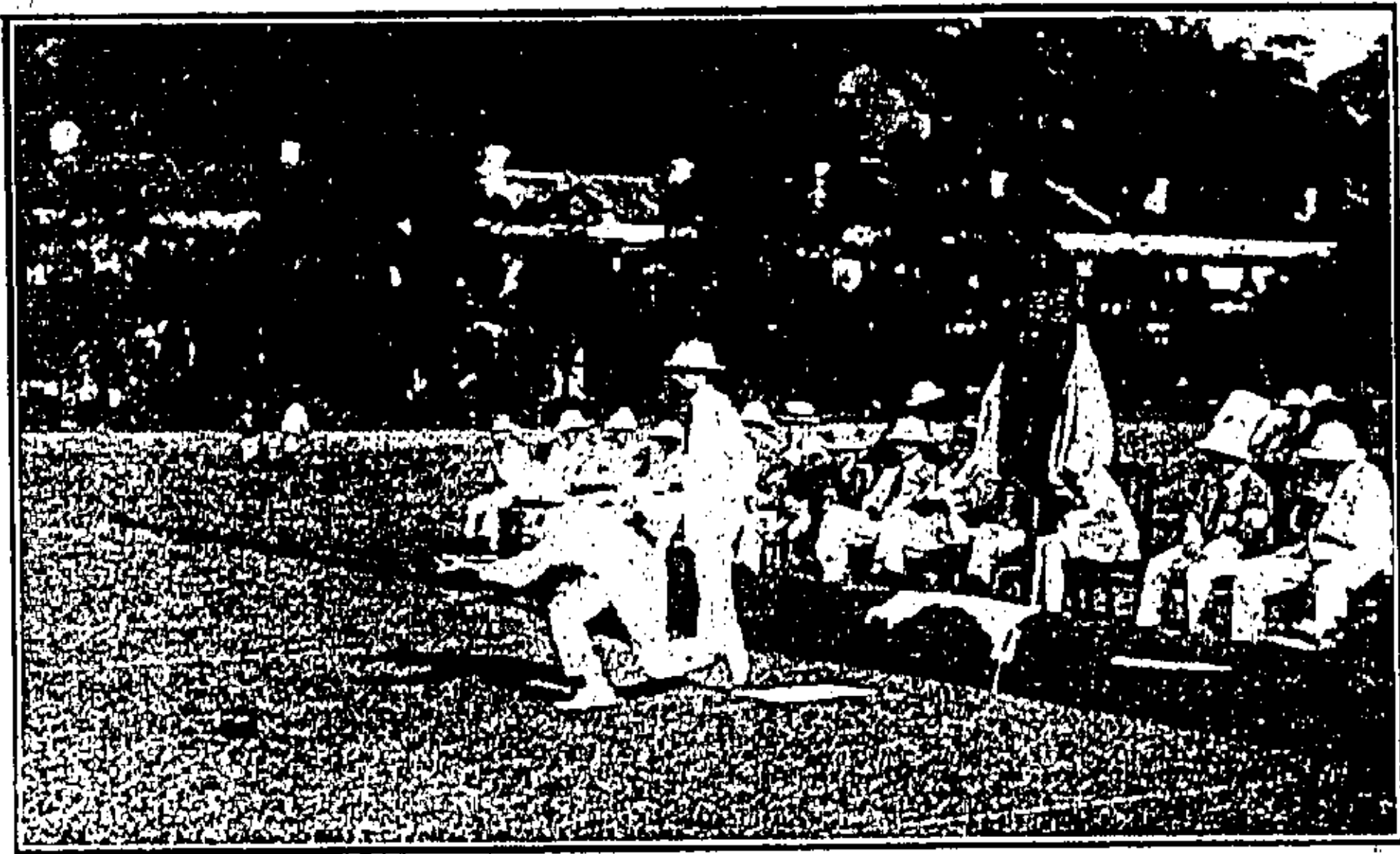
SALESMAN SAM**They'd Be Handy****By Small****Teething troubles**Because SCOTT'S Emulsion
contains 44% of pure cod liver
oil and lime salts
for bone formation,
it prevents teething
troubles, rickets and
soft bones. Ask for
genuine
**SCOTT'S
EMULSION**



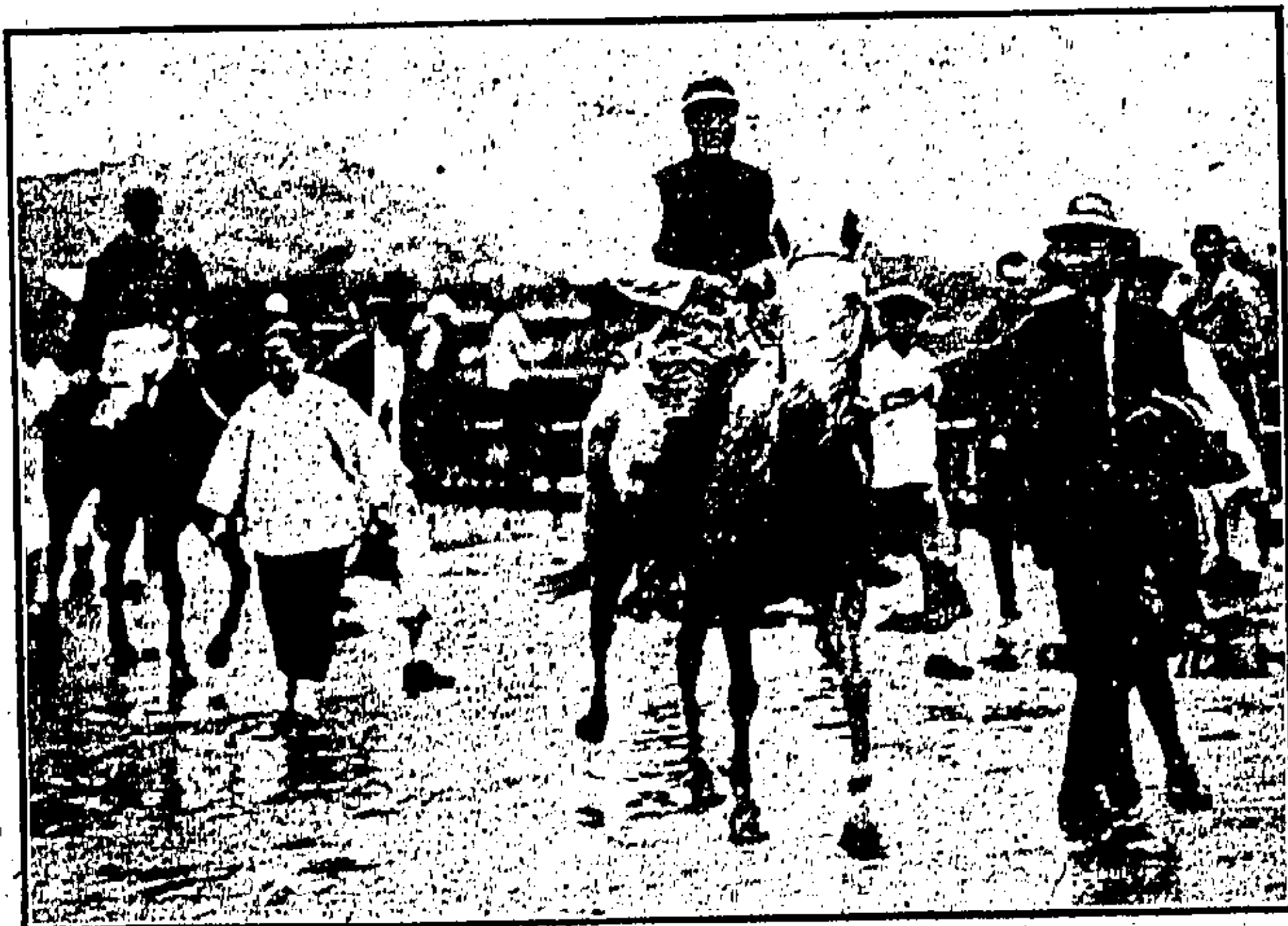
Two further pictures taken at the Interport Polo match which took place at Causeway Bay last week, in which Hongkong were decisively beaten by Shanghai. (Photo: Mee Chung).



The above picture was taken on Sunday on the occasion of the opening of the new Nippon Club House at King's Park, Kowloon. In the second row from the back, is seen the Japanese Consul General, Mr. Y. Murakami, who performed the opening ceremony. Others present included managers of leading Japanese firms. (Photo: Mee Cheung).



Much interest is being taken on the Interport Bowls match which is due to be held between Hongkong and Shanghai teams on the Craigengower Club ground this afternoon. The above pictures were taken at Craigengower last Saturday during the final trial game. (Photo: Mee Cheung).



The Extra Race Meeting held on Saturday last was marred by downpours of rain, the concluding races being fought out in a quagmire. There were much better conditions on Monday. The above two pictures show winning mounts being led in on Saturday. (Photo: Mee Cheung).

Summit

COAT DRESS SHIRTS

This is a sensible and convenient development of the "pull over" shirt. It means that one can put on one's shirt just as a coat and not draw it over the head as in the "pull over" style. The toilet can be completed—as this method does not "ruffle" the hair—without inconvenience before putting on the shirt. Moreover, this style can be cut closer to the body, dispensing with a considerable amount of surplus material and thereby giving a better "set" to the dress suit.

Pleated Fronts with stiff or Soft Double Cuffs
\$6.50, \$8.50 each.

Stiff Fronts, one or two stud holes, Plain or Fancy
Pique \$6.50, \$8.50, \$1.50 each.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH
& Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Building. Des Voeux Road.

To-Night

Dinner Dance

Monday, October 17th.

Tea Dance

At which Mademoiselle De Coudar and Partner will give an Exhibition in the Tango, Charleston and Slow Foxtrot Dances.

LANE, CRAWFORD'S RESTAURANT

CALDBECK'S

MARSALA SOLERA

WHITEAWAYS

SPECIAL OFFER FOR OCTOBER

OVER 2,000 yards
OF

GENUINE
"VIYELLA"
CLOTH

IN STRIPED DESIGNS ONLY
These patterns are specially
Suitable for Men's pyjamas,
Children's night dresses, etc.

31 inches wide

SPECIAL
PRICE
FOR OCTOBER **\$1.75** yd.

PYJAMAS MADE TO ORDER
\$13.50 Suit.

DO NOT MISS THIS WONDERFUL OFFER.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.



A Profitable

Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection:

1, 2, 1942, 1397, 1441, 1444, 1454, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 210, 216, 226, 248, 259, 265, 267, 271, 272, 273

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates, five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

WANTED.

WANTED.—Immediately Small house furnished for 6 or 9 months. Mid-level preferred. Apply Box No. 275, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—European House. Or in flats 55, Kennedy Road. Apply Young, Tel. C.906 or C.551.

TO LET.—One European, FLAT Wanchai, Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Fully furnished for ten months from February 1928, "Harford" Magazine Gap, close to motor road and public garages. Modern Sanitation. Large garden. Moderate rental. Apply H. E. Goldsmith, P.W.D.

FOR SALE.

FOR SALE.—Studebaker standard five seater motor car. 1926 Model in splendid condition. Fully equipped. Low Mileage, \$2,000. Box No. 276, care of "Hongkong Telegraph."

FOR SALE.—American Pears, Apples, and Apples, arrived on 10th October, per "PRESIDENT TART". KOON TAI & CO., 24, Des Voeux Road Central, Phone C.417.

FOR SALE.—STUDEBAKER SPORTS ROADSTER.—1926 Standard Six, run only 8,250 miles, in good mechanical condition, completely equipped. Price \$2,100. Owner leaving colony. Apply Hongkong Hotel Garage.

FOR SALE.—100 large size British Army blankets, from Home, size 60 x 90 1/2 lbs. \$2.25 each. Also one new adjustable combination go-cart perambulator \$33.75, three children's new tricycles respectively \$5, \$11.25 and \$14.75. One Roneo duplicating machine, recently overhauled, \$110. Local agent and sub-agents required for well-known German blood picture. Stocks available. Apply Montgomery, Ollerton & Co., P. O. Box No. 484, Tel. C.4330.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

NOTICE is hereby given that the following Debentures were drawn at the Pavilion on Thursday, the 13th day of October, 1927:—

No.	No.	No.
40	365	573
48	363	623
56	390	626
89	391	652
134	415	663
175	418	677
245	466	775
300	503	778
316	510	834
353	522	837

Holders of drawn Debentures who desire to be paid on the 31st October, 1927, are requested to inform the Treasurers, Messrs. Percy Smith, Seth & Fleming, on or before Saturday, 22nd October, 1927.

AND NOTICE is hereby given that the Debentures numbered as above which are not cashed on the 31st October, 1927, will be paid on the 30th April, 1928, after which date they will cease to bear interest.

By Order

of the Committee,

L. S. GREENHILL,

Hongkong, 14th October, 1927.

NOTICE OF REMOVAL.

NOTICE is hereby given that the offices of the SINCERE INSURANCE & INVESTMENT CO., LTD., and the SINCERE LIFE ASSURANCE CO., LTD., have this day been removed from No. 1, Des Voeux Road, West, to the 4th floor of No. 144, Des Voeux Road, Central, (the National Commercial & Savings Bank Building). All communications to the Companies should hereafter be sent to the latter address.

The SINCERE INSURANCE AND INVESTMENT CO., LTD.

The SINCERE LIFE ASSURANCE CO., LTD.

HONGKONG JOCKEY CLUB.

NOTICE.

The Half Yearly General Meeting of Members will be held in the Jockey Club Room, Hongkong Club annex on Saturday, 29th October, 1927, at 12.30 p.m.

By Order,

C. B. BROWN,

Hongkong, 12th October, 1927.

GRAND HOTEL DES WAGONS-LITS, LIMITED.

(INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.)

NOTICE is hereby given that the Twenty-fourth Annual General Meeting of Shareholders of the Grand Hotel des Wagons-Lits, Limited, will be held at the Registered Office of the Company, Exchange Building (2nd floor), Des Voeux Road, Central, Hongkong, on Saturday, the 29th October, 1927, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended on the 30th June, 1927, confirming the appointment of Directors, and re-electing Directors and the Auditors.

By Order

of the Board,

F. C. BARRY,

Hongkong, 1st October, 1927.

NOTICE.

THE HONGKONG & CANTON ICE MANUFACTURING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office 2, Lower Albert Road, Hongkong, on SATURDAY, 22nd Day of October, 1927, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1927.

The TRANSFER BOOKS of the Company will be closed from the 8th October to the 22nd October, 1927, both days inclusive.

By Order

of the Board of Directors,

J. D. THOMSON,

Hongkong, 6th October, 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 18th October, 1927, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Very Valuable Collection of Curios of Ancient Dynasties, comprising:—Porcelain, Bronze, Sandalwood Stands, Lacquered Screens, Lacquered Stools and Chairs, Chinese Hand Paintings, Ivory Figures, Incense Burners, Jade Trees and Birds, Amber Beads, Mandarin Uniforms, Embroideries, etc., etc.

Catalogues will be issued. On View from Monday, the 17th October, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY, the 20th October, 1927, at 12 o'clock Noon, at their Sales Room, Duddell Street.

One 1923 Two Seater "Buick" Roadster (23 H.P.) in good running condition.

On View on Day of Sale.

Terms:—As Customary.

LAMMERT BROS., Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

CHURCH NOTICES.

Union Church, Kennedy Road, Sunday Services, October 16th. Morning, 10.30. General Service and Parade K.O.S.B.'s Hymns, 112, 255, 547, 372. Preacher: Rev. J. Kirk Macdonald. Evening Service at 6. Music led by Band of K.O.S.B.'s by kind permission of Lt. Col. Comyn, D.S.O. and Officers. The following pieces will be rendered: Leit Motif: Ghan Des Voyageurs; Handel's Largo: The Angelus; War March of the Priests. Bandmaster, W. H. Fitzearle, A. R. C. M. Hymns, 571, 153, 544, 663. Selected Solo by Mrs. Geo. Watt. Preacher: Rev. J. Kirk Macdonald. Subject: Practical Religion: No. 3, Religion and Sport.

St. John's Cathedral, Hongkong, October 16th, 1927. 18th Sunday after Trinity. Holy Communion 8 a.m. Children's Service 10 a.m. Matins 11 a.m. Preacher: Rev. G. E. S. Updell. Holy Communion 12 noon. Evensong 6 p.m. Preacher: Rev. G. T. Walgrave. Collections throughout the day for Hospitals. Those unable to be present are asked to send their contribution to the Hon. Treasurer of the Cathedral. A Social gathering will be held in the Hall after Evensong, Music and Light Refreshments. Tuesday, 18th St. Luke. Holy Communion at 7.45 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject: "Doctrine of Atonement." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A. Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital), Sunday, October 16th, 1927. Morning Service, 10.15 o'clock. Subject: "Writing Home." Evening Service, 6 o'clock. Subject: "Bright Visions and Brass Tacks." Of special interest to young people. Preacher: both services Rev. J. C. Knight. Anstey. Sailors' and Soldiers' Home Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class 8.15 p.m. Service Men's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting. Special Notice: A Sunday School will be commenced at the above Church on October 23rd, at 3.00 p.m.

Don't Forget

NAVY LEAGUE CONCERT

at QUEEN'S THEATRE

FRIDAY, OCTOBER 21st at 9.30 p.m.

Booking at the Queen's from 19th inst.

Seats \$3.00 each.

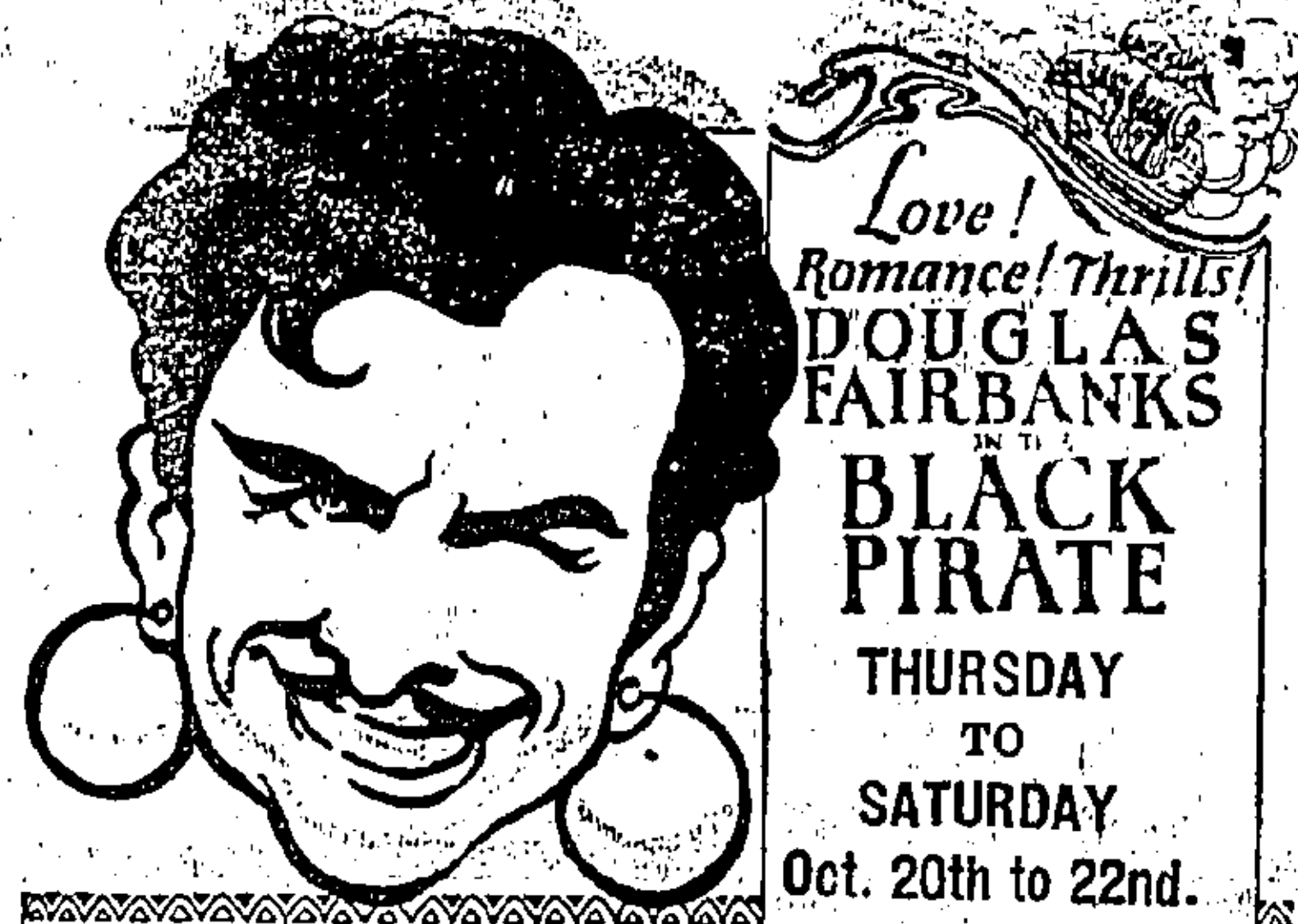
COMING TO THE QUEEN'S THEATRE



The CAT and the CANARY

Tuesday to Saturday, October 18th to 22nd.

COMING TO THE WORLD THEATRE



Love! Romance! Thrills! DOUGLAS FAIRBANKS BLACK PIRATE THURSDAY TO SATURDAY Oct. 20th to 22nd.

CONSIGNEES' NOTICES.

ELLERMAN LINE.

From EUROPE. The Steamship, "CITY OF WELLINGTON" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hols' Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 20th October, 1927, will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before 27th October, 1927, or they will not be recognized. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the free storage period of one week. No fire insurance has been effected. Bills of lading will be countersigned by.

THE BANK LINE, LIMITED, General Agents, Hongkong, October 14, 1927.

MACAO RACES.

FOURTH EXTRA RACE

MEETING.

Saturday, 15th October & Sunday, 16th October, 1927.

(Weather Permitting)

FIRST SADDLEBELL SATURDAY 2 p.m.

SUNDAY 1.15 p.m.

Entrance to Public Enclosure 40 cts.

Entrance to Members Enclosure \$1.00

RACE STEAMERS

TO MACAO

Saturday "LUNGSHAN" 9 a.m.

Sunday "SUI TAI" 3 p.m.

LUNGSHAN returns to Hong Kong 4 p.m. Saturday

Sunday "TAISHAN" 9 a.m.

TAISHAN returns to Hong Kong 5 p.m. Sunday

SPECIAL FARES FOR RETURN SALOON \$6.00 BY ORDER

S.W. CHENG Secretary.

POST OFFICE NOTICE

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superimposed.

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Crinovin Hair Tonic



THE IDEAL HAIR TONIC

Get a bottle to-day and watch for results.

BUT INSIST UPON THIS LABEL

To remove dandruff and to prevent falling of the hair the frequent use of this preparation serves to keep the scalp in a healthy condition, valuable in preserving the natural beauty and colour of the hair and stimulating its growth.

The Colonial Dispensary HONG KONG

LA PERUA DEL ORIENTE

The FINEST MANILA Cigars

Each box is guaranteed by the signature of the manufacturer on the



Closing Label

YOURS TRULY

22, Des Voeux Road C. Tobacco Store (Tel. C. 1556)

Best Brand in the Market.

NEW

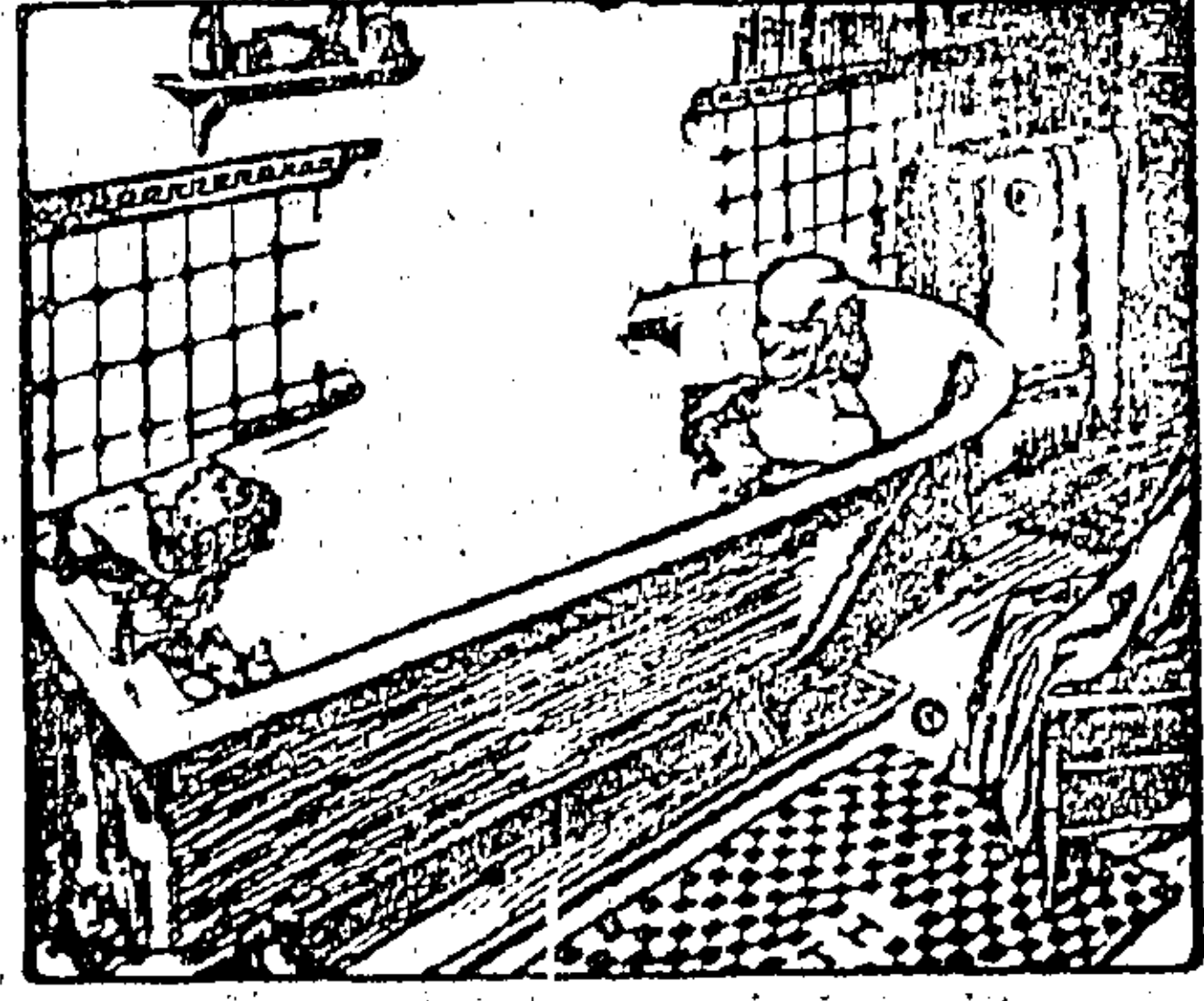
AX-BEER

This beer makes you more Cheerful and Vigorous.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.

THAT SENSE OF WELL-BEING



INSTAL A GAS WATER-HEATER AND BE SURE OF THAT REFRESHING BATH JUST WHEN YOU WANT IT.

HONGKONG & CHINA GAS CO., LTD.

FINANCIAL CHAOS IN CHINA.

YANGTSE TRADERS FACED WITH RUIN.

STRONG POLICY PLEA.

We are enabled to publish the following letter from the pen of a prominent business man in Shanghai, says the London Morning Post, of mail week. It is dated August 3:

The so-called Nationalist Government—to which the British Government surrendered at Hankow—has made trading on the Yangtse a most difficult problem. The financial position is becoming chaotic—Hankow Nationalist notes have been quoted this week at 175 dollars for 100 dollars Shanghai. The Hankow "Treasury" notes—being turned out as rapidly as possible by the printing presses—are at a discount of 35 per cent. against Hankow Notes. The British Concession Municipal Debentures, 8 per cent. at Hankow, were always considered gilded, and were marketable at a premium. Since the rendition of the Concession, their value has depreciated to quite a nominal one, and, to add insult to injury, the Chinese would only pay the June 30 half-yearly interest in their depreciated and almost valueless notes. People invested in these debentures because they thought that the British Government would always safeguard them against any unjust loss. We live to learn!

Backed by Soviet advisers, the Chinese tried to treat the French and Japanese and their Hankow Concessions in the same manner as they treated ours. But these nationalities showed fight and held their ground with their naval forces, and to this day are in full possession of their Hankow right, according to their treaties with the Chinese.

The Nick of Time.

All foreigners were greatly relieved and thankful that the British Government did have the foresight to send promptly adequate and first-class troops for the protection of Shanghai. They only arrived in the nick of time during the dark and dangerous days of March and April. Many do not know even now what a close shave we all ran then of being "scuppered" by fanatical mobs of Chinese soldiers as well as civilians. I had been through the stirring times of the Boxer trouble, but I have never experienced such tension and anxiety as existed at Shanghai this spring. The Japanese, with their troops along the Shanghai Railway from Tsingtau to Tsinan, have now blocked any further Southern advance to Peking in that direction. If the British and the Japanese would now take stronger action they would win the day. The Chinese are beginning to realise that the Southerners, with

their heavy taxations on everything, are not living up to their promises to the populace, and therefore they would favour the return of the Northerners. Most foreigners, too, particularly the British, would like to see the "half-backed" Southerners ousted out of these parts. The Northerners have at least treated the foreigners much more decently than have the Southerners. Should the Northerners come into power once more, I feel that the foreign Powers should do everything possible to revise the treaties and give them a lift up.

Bribery and Corruption.

With the bribery, corruption, and treachery now rampant among the Chinese governing classes, both civilian and military, it is, however, most difficult for anyone intelligently to forecast what is likely to happen. We do know that the Nationalist Government have done everything to "kill" trade. They have practised brigandage on a huge scale, not only among their own people but also among the foreign merchants, both at Treaty ports and inland, where they happened to have stocks on consignment. I recently sent you a copy of a publication called "China in Chaos" and some other books, but I fear they have not reached you, for the Chinese censors in the Chinese Post Office hold up all publications which they and their Russian colleagues consider detrimental to their cause.

There is so much unjust propaganda being circulated abroad, particularly in America, by Chinese students, that something had to be done to bring the truth to the attention of the public at home. It is extraordinary that Tom Mann has been permitted to roam about China. He did not, however, venture to visit Shanghai, where the anti-Communist Chinese would have given him a warm reception.

Much credit must be given to Japan. If the rest of China were cared for as she cares for the territory where her interests are concerned, trade would be booming, and Chinese and foreigners alike would be enjoying prosperity. Perhaps it will come some day. In the meantime we all hope and pray that the British forces in China will remain until the country is safe for traders to remain. To leave foreigners here with the natives in their present frame of mind (they all feel that the foreigners have been "licked" this year, after Hankow), without adequate protection, would only spell disaster.

A contract for 18 super-heated locomotives, fitted with eight-wheel tenders, for the Rhodesia Railway has been awarded to the North British Locomotive Co., Ltd., Glasgow, in face of severe competition, and primarily on the score of favourable delivery, states Modern Transport. Messrs. Beyer, Peacock & Co., Ltd., of the Gorton Foundry, Manchester, have a repeat order for six locomotives for the Leopoldina Railway.



To Those who are Married—)

Mother is Absorbed
in caring for the children. Keeping house, with its manifold duties—washing—mending—cooking, is a full-time job. Budgeting the family income to keep expenditure within bounds requires planning and saving. The children's pleasures, nevertheless, are their delight, and what matters so long as they grow up a credit to their parents.

Father is Intent
on giving Jack a College education. He doesn't want him to experience the hardships that were his in early life. Mary, too, must be given special training for later years. This will cost a lot of money. The margin between income and expenditure is not very large, still he hopes in later years the children will appreciate the sacrifice.

Back of it all mother and dad are growing old. The bald spot on father's head plus the grey hairs above mother's temples show plainly that only a few years of activity remain to plan and save for the sunset of life. In a short time the children will be grown up and passing through similar experience. It would be embarrassing to be compelled to turn to them for support. A Manufacturers Life Long Term Endowment guarantees a competence if you live or an estate if you die. Let us help you solve the problem in a practical way.

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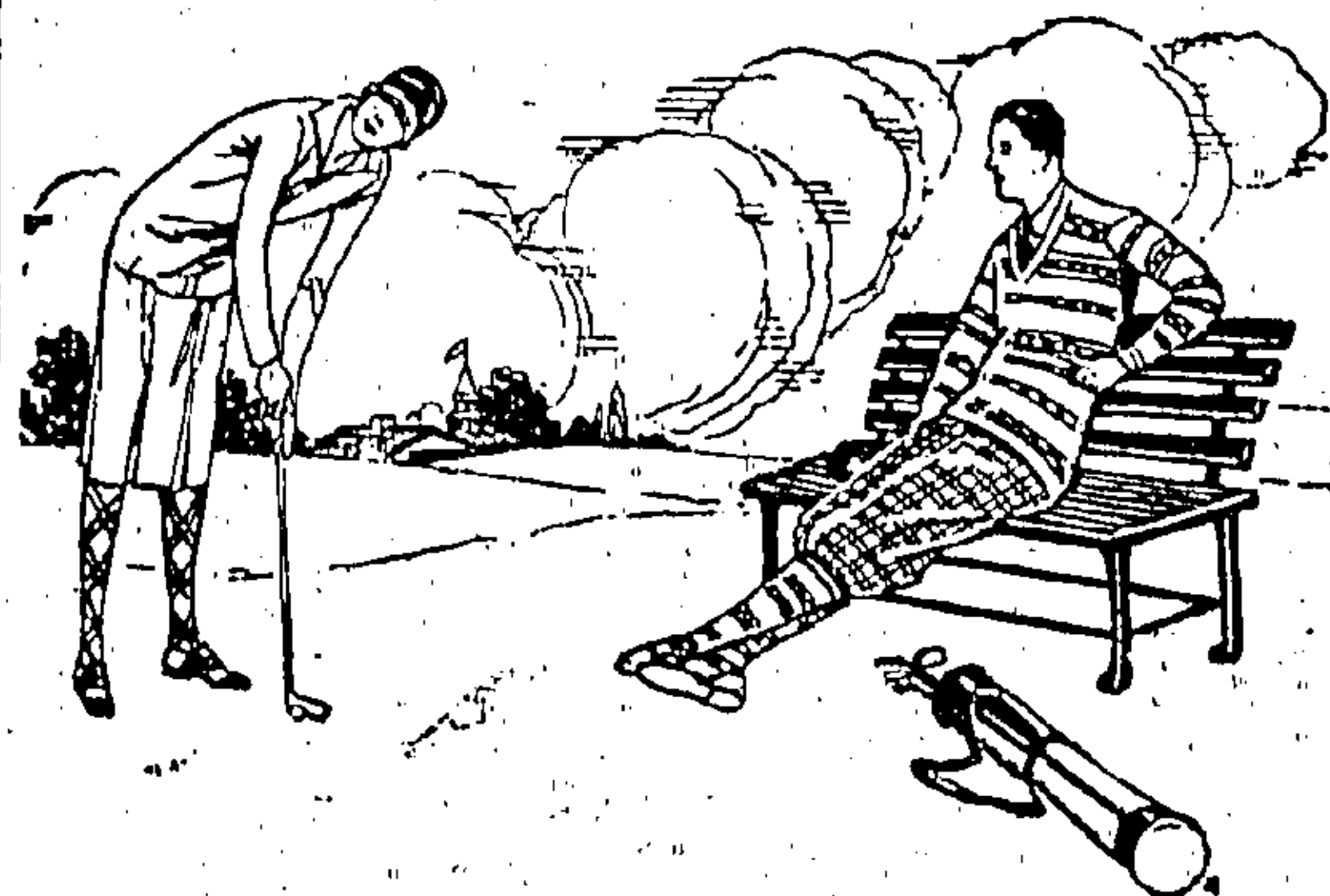
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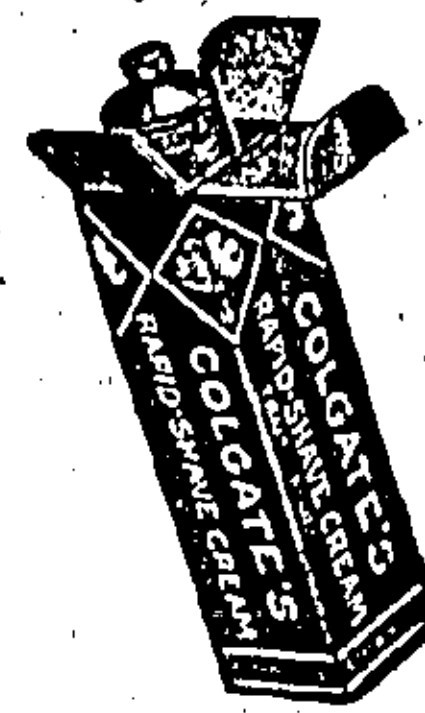
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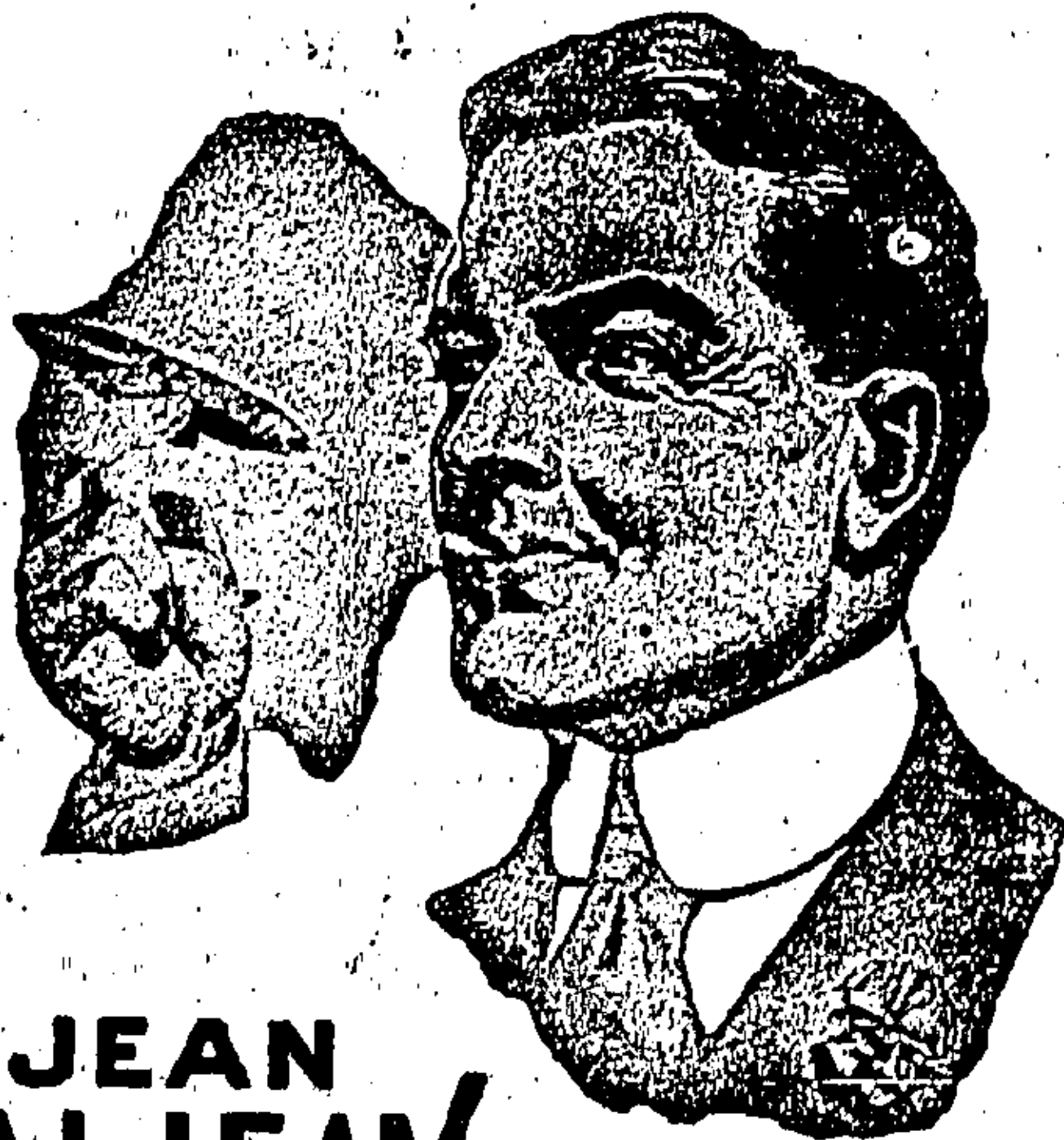
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"Truly a Cigar"

TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

AN EXPLOSION OF CORDITE.

THREE KILLED AT NAVAL
FACTORY.

WOMEN INJURED

London, Sept. 11.
Three workmen were killed in a cordite explosion, followed by a fire, at the Royal Naval Cordite Factory at Holton Heath, near Wareham, Dorset, yesterday.

Shortly after 8 a.m. workers in other parts of the factory heard a terrific report and saw huge tongues of flame shoot 100 ft. in the air, accompanied by dense smoke.

The scene of the explosion was in the danger zone, which gave rise to the fear that an even greater disaster might follow.

The factory fire brigade, however, soon mastered the flames. Near the acetone recovery stove, the men had been working alone, they found the bodies, which apparently were blown some distance. The men had been killed outright.

The explosion, it was found, had occurred in the stove.

Several girls working near by were scorched by the flames, and were treated by nurses at the factory.

The men killed were: Walter Barnes, plumber's mate, married, Fleet View, Fernside-road, Poole.

Ernest Henry Lovell, cordite worker, 70, West Borough, Wimborne.

Victor Coward, plumber, single, Lytchett Minster, Dorset.

The building in which the explosion occurred was about 100 ft. long by 30 ft. wide, constructed of timber and brick. It was demolished, fragments being hurled a great distance. It is very remarkable that more people were not killed.

Felt a Mile Away.

An employee at the factory told a Press representative that although he was about a mile from the building when the explosion occurred he heard "a rumbling roar" and felt the ground vibrate. Women in neighbouring houses were unnerved and hurriedly brought their children in from the streets.

"By the time I arrived on the scene, he went on, 'the three dead men had been removed. We have a very finely organised body of men here, who are trained in fire fighting and such emergencies, and they were busily engaged in putting out the fire which had broken out in the stove.'

"Coward was a plumber and at the time of the explosion Barnes was acting as his mate."

Three men—T. Prince, of Stoborough, S. Brown, and W. Davis, both of Upper Parkstone—who were working at the far end of the building destroyed, had amazing escapes. When the explosion occurred they had their backs towards the acetone stove, and were blown clean out of the building. Although badly shaken they were uninjured.

No information could be obtained last night regarding the cause of the accident. Acetone is very largely used in the manufacture of cordite.

Holton Heath factory, built during the war, covers a large area bordering the upper reaches of Poole Harbour. It is about seven miles from Poole and four miles from Wareham. The buildings in which explosives are handled are constructed in such a way as to prevent an accident in one spreading to another. They are some distance apart, and are protected by mounds of earth on every side.

The accident is the worst which has happened at Holton Heath since the establishment of the factory during the war in 1915. One man was killed in an explosion in the following year. There are 1,200 hands employed at the works, including a number of women.

A PASTOR-PEDLAR.

MINISTER SELLS SOCKS
AND SILK STOCKINGS.

To prove his own statement that an honest living could be made out of peddling, the Rev. Walter Foxen, minister at Holdenhurst Road Wesleyan Church, Bournemouth, himself took out a pedlar's licence. As part of his "holiday" he went from door to door in the Midlands selling socks and silk stockings.

One person who purchased part of his wares was the wife of another minister.

I found it was no use trying to sell anything at the door to a man, or to a young wife whose husband was well enough off to afford a maid and a small car, said the Rev. Mr. Foxen. The wife probably thought it was bad form to be seen at the door talking to a pedlar: the best people to sell hosiery to are women between 43 and 63.

If they don't buy silk stockings for themselves, the probably buy them for their daughters, and socks for their husbands.

Mr. Foxen intended to make his peddling pay, so he dressed re-

THE VOGUE OF THE TERRIER.

DOGS WHICH THE PUBLIC
PREFERS.

THREE POUND POMERANIAN.

London, Sept. 11.

Some fluctuations in the tastes of the public will be shown at the forthcoming dog show. For the sake of convenience, residents in towns are falling back upon terriers or one of the so-called toy breeds, of which the Pekinese is still the favourite, followed by the Pomeranian. Should the movement for breeding Pomeranians of a more useful size succeed, there should be an increased demand for these vivacious and intelligent pets. Recently the tendency among exhibitors has been to get them smaller and smaller, until some of them do not weigh more than 3lb. Excessive dwarfing, however, means degeneracy and delicacy, and women will not pay excessive prices for dogs of doubtful constitutional vigour simply because they are midgits.

The man who respects dogs would prefer that women of a certain type should confine their attention to lapdogs, rather than debase terriers to the same ignoble level. Fortunately, the majority of contemporary girls, being athletic and healthy-minded, know how to treat a terrier, but some are to be seen with fox-terriers and Cairns so cringing and timid that they flee screaming at the approach of a real dog.

Popular Airedale.

There is no doubt that the fox-terriers—wire-haired or smooth—greatly outnumber any other. Of the kind, but anyone who frequents the London parks or suburban commons cannot fail to be impressed with the prevalence of Airedales, which seem to be rivaling Alsatians. They are to be met with everywhere, singly or in couples, the reason being, no doubt, that they are sensible and teachable, bold as lions, and formidable guardians of house or garden. The worst that can be said against them is that they will stand no nonsense from other dogs, but, provided they are properly trained when young, this proclivity can be subdued.

Perhaps it is unfair to compare the two, each having its peculiar worth. When an Alsatian does not suffer from nerves he is a most lovable dog, and every year more people are going in for them. The two breeds are so different that they cannot trench upon one another's preserves. An Airedale is accommodating, adapting himself to any circumstances. The other becomes so attached to master or mistress that he is miserable in their absence, sometimes even refusing his food from other hands. These traits are lovable, but they make exacting demands. It may be that this exclusiveness has given rise to the misconception that as a breed they are untrustworthy. They are no more so than any other.

The "Aberdeen."

Those who consider fox-terriers to be too excitable and Airedales too big, and yet want a terrier, are falling back upon an old and trusty friend, the Scottish terrier, misnamed "Aberdeen." Aberdeen has no more claim upon them than other parts of Scotland. Quiet, almost dour in their manner, they have an individuality of character that makes them interesting. Not so long ago they were in danger of being submerged by Cairns, West Highland white terriers, and Sealyhams, but latterly their intrinsic merits have brought them back again, among amateurs and on the show bench, and they have been smartened up in appearance as well.

Cocker spaniels, too, are appearing in the London parks in some strength, though, with their long coats and short legs, they are less suitable for town house in the bad weather. In disposition they have not changed since Chaucer and Shakespeare wrote of their universal friendliness.

spectably, went to a decent neighbourhood and introduced his wares by stressing the economy of buying direct from a pedlar, who himself bought direct from the manufacturer.

Within an hour he had sold the bulk of his stock and had made a profit of £1.

This convinced him that he could make a living of £5 to £6 a week by peddling.

When he dressed in old clothes he was less successful, but a vicar bought a pair of socks from him.

At Coventry on a Monday he found the women at the wash-tubs too busy to buy from him.

At Lichfield a fellow-pedlar persuaded him to try selling lavender, and told him how at Crews he had made £4 and £5 a week in this way.

Mr. Foxen made up lavender packets, which sold well.

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GECOPHONE
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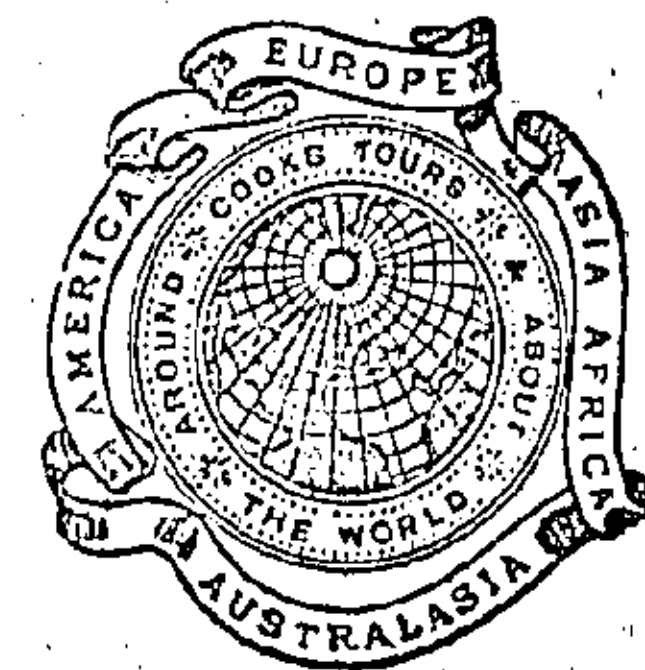
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RESTAURANT

DISTINCTIVE ENVIRONMENT.

G.B.S. REVISITS HIS
"OLD PRISON."WHERE HE "CLERKED" IN
THE 'SEVENTIES.

AND NOW FORGOTTEN.

The days in the 'seventies when Mr. Bernard Shaw was a clerk, are recalled by the playwright in a foreword to his new book, "Trade Unionism for Clerks," which is reproduced in last month's issue of the *Clerk*. After recalling that his clerkship was over before he was 20, and that beginning at £18 a year he never rose above £72 or £84—he forgets which—Mr. Shaw writes:

Forty years after I had shaken the dust of that office from my feet I found myself one morning standing in the street outside it, having in the meantime pulled off the great man stunt and been recently held up to an admiring Europe as "the Moliere of the Twentieth Century." I was looking for a commissioner of oaths to witness some legal profanity or other, and it suddenly struck me that there was one on the first floor of the building where I had served as a clerk.

It was a good excuse for going in and peeping through the glass door of my old prison as I passed. I was disgusted to find that they had built a partition which shut off the view of my part of the formerly spacious room, and, as we would have said in my time, "made the place look like a pawnbroker's."

I went upstairs. The commissioner of oaths was out. His clerk was no common clerk, he was every inch a churchwarden, frock-coated, large, dignified, prosperous, and, I could swear, a master Mason in the lodge next door. Still only a clerk, legally unable to make anyone swear but his employer.

I am by profession a communicative person, and as it was a fine morning and we were not yet pressed for time we chatted for a moment. I mentioned that I had been a clerk myself in that building forty years before.

"I Don't Remember You."

Instantly the distinguished consideration he had been "beguiled into treating me with by my air of being somebody in particular changed into undisguised contempt barbed by incredulity. He expressed the contempt in his tone and the incredulity in these staggering words:—"I don't remember you."

He had been there when I was there. He had been there for forty years. All that time whilst I was making six or seven reputations, touching nothing that I did not abhor, being abused by all the papers as only the famous are abused, and surveying mankind, if not from China to Peru, at least from Stamboul to Jamaica, he had kept on coming at ten every morning and going home at five every evening, and was good for another ten years of it.

And that is what would have happened to me but for the pure accident of my turning out to be the one man in every million or so who happens to have the knack of telling lies so attractively that people go to the theatre to see actors pretending they are true.

Granted that he was nothing like so worn out as I, and was obviously on better terms with himself. Granted that he was none of your English Newman Nogges, but an Irish metropolitan solicitor's right-hand man. Granted that he had never entered a third-class carriage in his life, that he despised shorthand as the craft of a common reporter, that he did not know at sight a typewriter from a cash register. Still I cannot believe that when he and I were youths together in the eighteen-seventies, he intended to be a clerk all his life any more than I did.

I fled from his majestic presence recalling many memories.

OUR DAILY TALK ON
HEALTH.NAUGHTINESS OF HEALTHY
CHILDREN.

LEARNED VIEWS.

Dr. Robert M. Marshall of Glasgow discussed before a recent meeting of the British Medical Association, the subject of "The Mental State of the Restless, Naughty Child."

There is a great difference between the wayward action of a child of the Peter Pan type and the wayward action of the child which suffers from forms of insanity or mental defect. There is nothing cunning or underhand about the misdemeanors of the normally naughty child. He does not, like a delinquent, commit his misdeeds at a time when they will not be discovered, but is likely to carry them out as a public show. Most of his mischief is done spontaneously or impulsively, whereas the delinquent acts with malice aforethought. The child who is a moral imbecile is deaf to remonstrance and insensible to correction.

The normal mental child will take to heart a correction and is not likely to repeat the same offence. Such a child may suffer from instability, but not from depravity. Indeed, this restlessness is the most significant characteristic of these children and is involved in all of their actions. They are pert, talk freely to whomever they may meet, and play with anything that interests them. They are always busy about something and if their activities can be confined to useful channels, they give indication of precocity.

On the other hand, their apparent brilliance is not usually accompanied by a high intelligence quotient. They are, however, never below an intelligence quotient of 85, so that they rank well up with the majority of children. Dr. Marshall's characterization of this type of child as the Peter Pan type that never grows up is an exceedingly apt one.

KING GEORGE LETTER
IN SHOP.SOLD AND REPLACED BY
A KING EDWARD LETTER.

A letter written by King George, when he was 24 years of age and a Lieutenant in the Royal Navy, which had been on exhibition in the window of a shop in Piccadilly, London, for ten days, was sold recently.

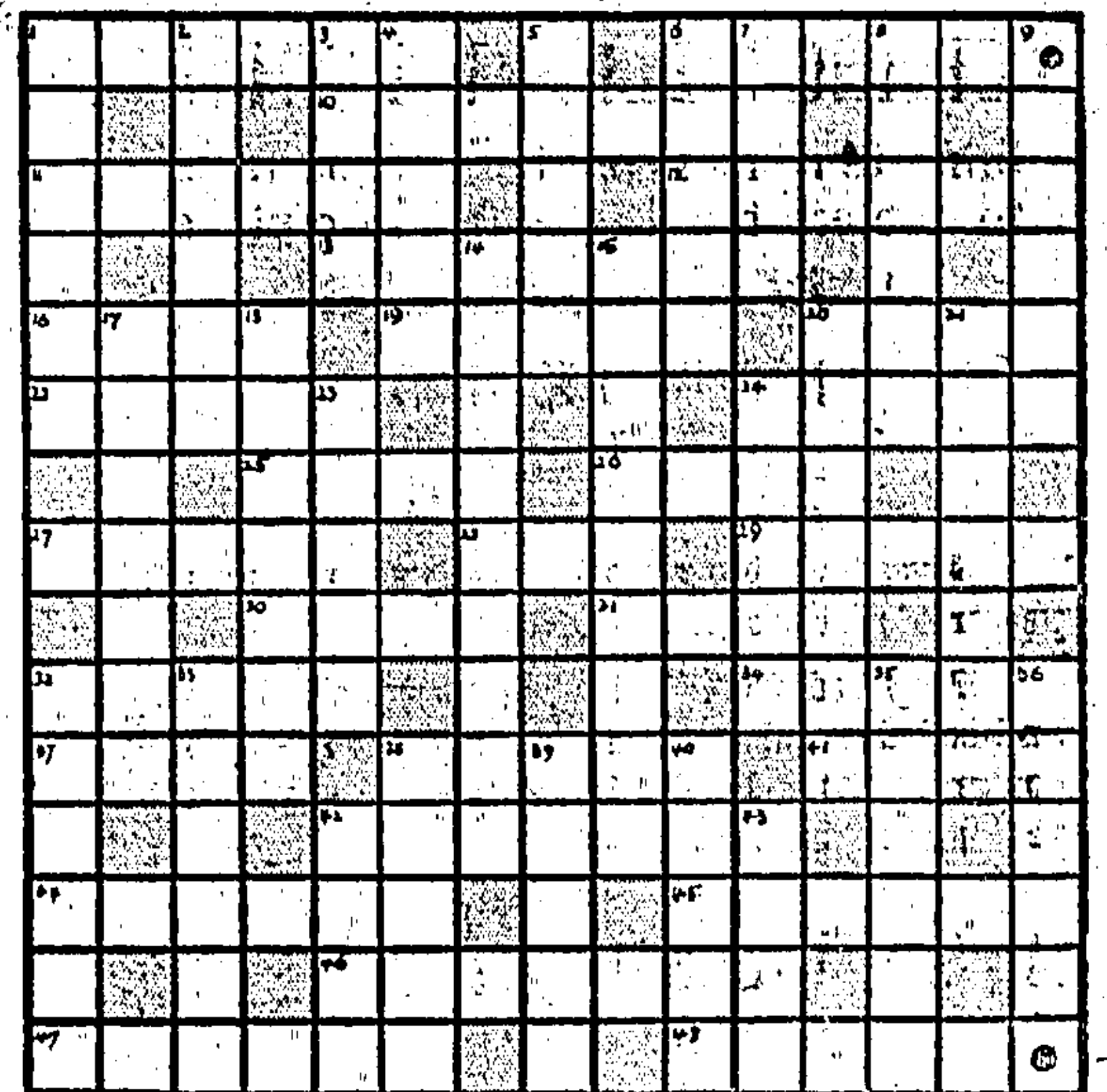
Written to a Mrs. Williams, the letter discussed stamp collecting. A Central News representative was informed at the shop that the exhibition of letters written by Kings still alive was not regarded as distasteful. We have often exhibited such letters, and the letter will be left in the window until it is sold, it was stated.

Just then an elderly man walked into the shop and, after a short conversation with one of the assistants, left. The letter was then taken from the window, and the reporter was informed that it had been sold.

The purchaser, whose identity is not known, is an Englishman who, it is understood, left a deposit. The letter had been offered at ten guineas. The letter was immediately replaced by another written by King Edward VII.

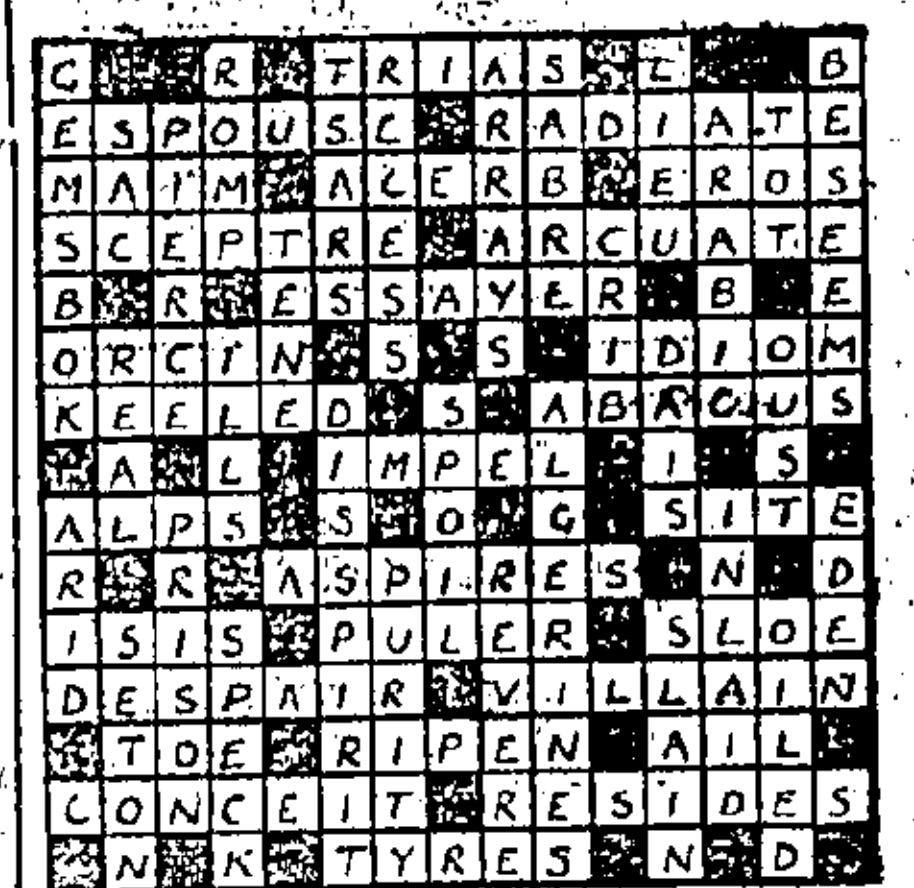
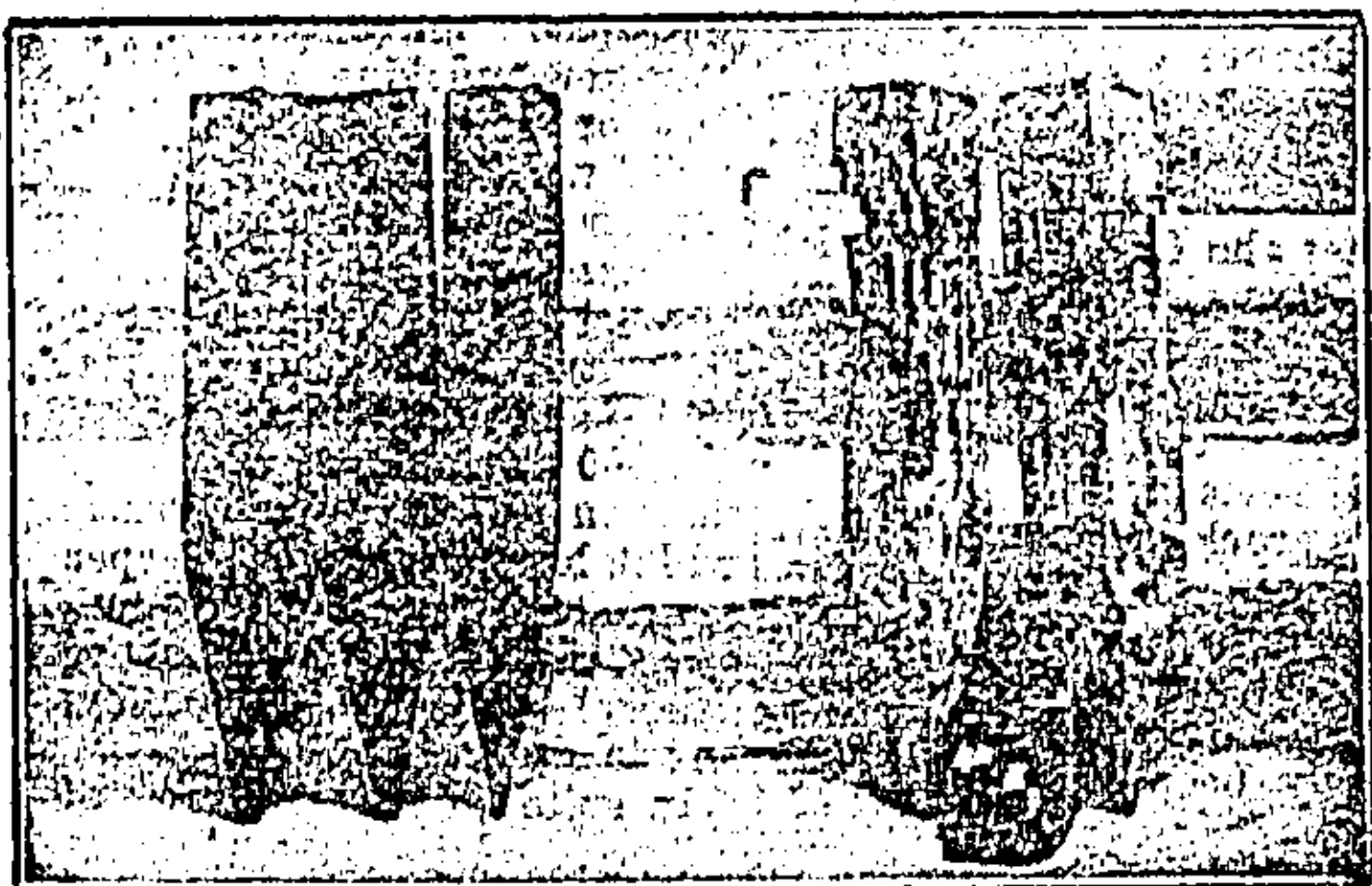
The music at the Union Church evening service to-morrow will be led by the K.O.S.B. band by permission of Lieut. Col. Comyn, C.M.G., D.S.O., and officers. Items will be rendered by way of opening, offertory and closing voluntaries, and the hymns will also be accompanied by the band, which will be led by Mr. W. H. FitzGerald, A.R.C.M. A vocal solo, with organ accompaniment, will be given by Mrs. G. Watt.

OUR CROSSWORD PUZZLE.



- Across.
- Wild-ass.
 - Half run.
 - Blower.
 - Sagacious.
 - Shadows of earth in eclipse of sun.
 - Cutting machines.
 - Cure.
 - Perfume.
 - To wither.
 - Approbation.
 - Plant.
 - Dead.
 - Water pipe.
 - General truth.
 - Dried grass.
 - Grunt.
 - Pronoun.
 - Recompense.
 - Set.
 - Portable structures.
 - In the past.
 - Pictures.
 - Oxide of iron.
 - Ransoms.
 - Advisor.
 - Tree.
 - Metal cup containing a wick.
 - Yellowish brown colour.
 - Forces.
- Down.
- A potherb.
 - Belonging to the stars.
 - Consumes.
 - Bobbins.
 - Empty pageantry.
 - Law room.
 - Limbs.
 - Furnished with tar.
 - Jacket.
 - More or less fishlike.
 - Find of argument.
 - Poetical composition.
 - A Bordeaux wine.
 - Slight.
 - Rues.
 - Loop (O.T.).
 - Personal belonging.
 - Bags.
 - Employee in a laundry.
 - An ambassador of the pope.
 - Flint glass.
 - Having become wild.
 - One affected with leprosy.
 - Glass tinged of deep blue.
 - Thick twine.

Yesterday's Puzzle.

DIPHENSO
WOOD PRESERVATIVE & WHITE ANT DESTROYERTreated with
DiphensoObtainable in various shades
fromSHEWAN TOMES & CO.
Sole Agents.BEGINNING THE DAY WITH
A SMILE

is largely a matter of habit—the habit of keeping the system clean and in regular working order. If your liver is sluggish or you are troubled with intestinal inactivity Pinkettes are your need. As gently as nature these dainty little regulators dispel constipation, stimulate the liver, banish headaches and bilious attacks, clear the skin, purify the breath. They also quickly relieve piles.

Of your chemist, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

While swimming at Eastbourne Mr. T. Watt, a well-known local swimmer, noticed something in the sea. He made a grab—and landed a large live whiting.

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A baby boy clothed in white woollen garments and provided with a bottle of milk, was found by children walking along a path within 50 yards of the main road at Huntingdon. There were no marks on the clothing by which the child could be identified, and he was removed to the workhouse.

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THAT COUNTS

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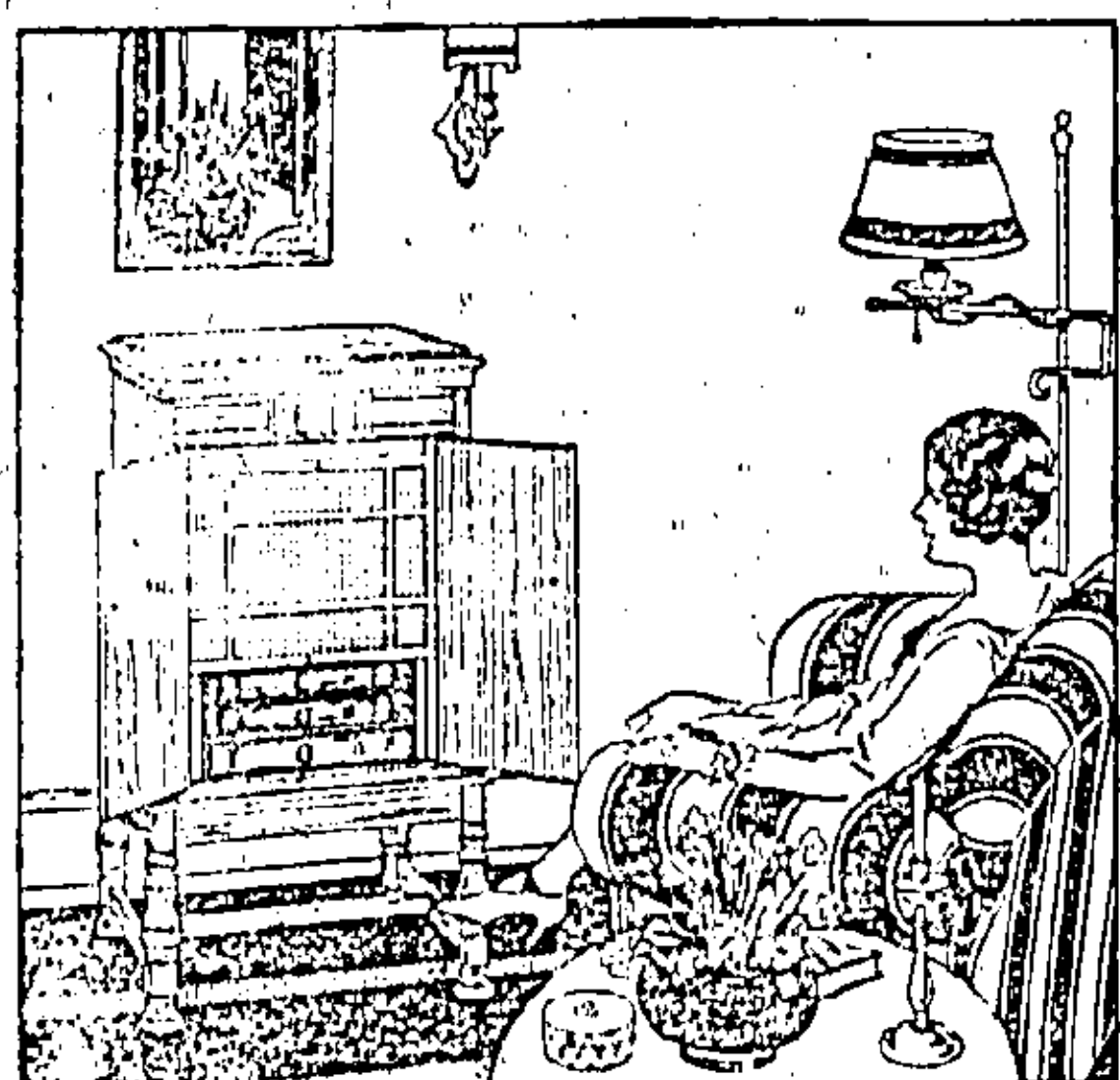
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by installing a "PYRENE" Fire Extinguisher. "PYRENE" will kill fire without damage to the engine, woodwork or upholstery. Water spreads a petrol fire; sand is inefficient and will put the engine out of action. "PYRENE" Extinguisher is small in size, light in weight and easy to handle. "PYRENE" does not deteriorate and is always ready for use. Keep a "PYRENE" handy on car and in garage.

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The
Hongkong Telegraph

SATURDAY, OCTOBER 15, 1927.

A FALL FROM GRACE.

The decision of the Soviet Government to recall M. Rakowsky from Paris, where he had been officiating as Ambassador, comes in response to a firm stand by the French Government against any request to reconsider the matter. It will be remembered that this question has been under consideration for some time, the Soviet insisting that the Ambassador's recall would involve friction between the two countries prejudicial to their probable agreement over negotiations now in progress. That standpoint is maintained even in the note declaring compliance with France's repeated request. The Quai D'Orsay has pointed out that M. Rakowsky abused the diplomatic privileges accorded him by intervening in the debt discussions before they had concluded, probably with the intention of shaping public opinion in favour of Moscow. At any rate, he issued a statement embodying a false impression of how the discussions were proceeding, and suggesting conclusions that had not been reached. Further, it is known that he has associated himself with activities by agents hostile to the existing French administration, and in this way has proved himself first a Communist, and only secondarily a diplomatic representative of Soviet Russia. France's strong stand for the sanctity of the Soviet undertaking to refrain from propaganda through its representatives officially accredited to other countries—an undertaking which has been repeatedly abused everywhere—will have the commendation of all the other democratic governments. This fall from grace of the Russian Ambassador at Paris, shows up clearly Russia's failure to appreciate the motives of other nations when they decided to resume relations with the Bolsheviks. The Moscow Government has been accepted back into international relationships on trial, and has abused that trust repeatedly. Britain has definitely severed relations, and if Moscow does not alter its methods, other countries will probably be obliged to follow suit.

Commenting on this aspect of the question of Russian methods abroad, a Home paper only recently pointed out how France has continuously been goaded to protest against M. Rakowsky's activities. The history of the dispute, which has culminated in the insistence on his recall, is in-

teresting. The first indiscretion came about in a singular manner. In need of a holiday, seemingly, Rakowsky went to Moscow. There was a dispute in the Communist Party, an exciting and long-drawn-out dispute, in which personalities and dogmas were dramatically involved. Trotsky and Zinovieff were in opposition to Stalin and Rykoff. A kind of "modernist" group within the party was on the point of expelling the opposition leaders. The Central Committee of the party was summoned early in August to decide the issue. Rakowsky took Trotsky's side and signed his declaration to the Communist Party. A compromise was reached. Trotsky and Zinovieff were warned that they had yet another chance to prove their loyalty. Rakowsky returned to France later. The Opposition declaration to which he had attached his signature in Moscow referred to the alleged danger of war against Soviet Russia and contained this passage: "All honest proletarians of the capitalist States must actively work for the defeat of their Governments. It is the duty of all foreign soldiers who do not wish to support the slave-drivers of their countries to pass into the ranks of the Red Army, for the Union of the Soviet Socialist Republics is the fatherland of all the workers.... Whoever is hostile to the defence of the U.S.S.R. is a traitor to the cause of the world proletariat." This singular declaration immediately attracted the attention of the French Government. For some time past Communist agitation has provoked a number of breaches of discipline among reservists in the French Navy. In connexion with the recent protests against the execution of Sacco and Vanzetti, Communist agitation has again been very conspicuous. With this evidence of the fruits of Soviet activities thrust upon them, the French Government could do no less than protest against the issue of an appeal to open treason over the signature of the Soviet Ambassador accredited to France. As a writer in the *Times* observed in mid week, the Soviet Government, for obscure purposes of its own, is terrifying the Russian people with the spectre of imminent war. No one, of course, has any intention of making war on Soviet Russia. The Soviet leaders know this, and if they commit the folly of deliberately provoking a war scare which multiplies their own economic difficulties tenfold, it is only possible to assume that there are very serious internal troubles from which they desperately desire to divert attention. It all seems to point to the conclusion, steadily growing during the past few months, that there is something rotten in the state of—Moscow.

Dull Lighting.

In connexion with the complaints which the Kowloon Residents' Association are making regarding the indifferent lighting of certain streets on the Peninsula (complaints which we know to be fully justified) it is not inappropriate to remark that the lighting of some of the principal streets in the centre of the City is by no means brilliant. We will not go so far as to say that it is inadequate, because it is possibly just adequate and no more, but it cannot be denied that the centre of the town wears a very dull and sombre aspect after the shops have closed. Only where a late closing shop adds its light to that provided by public money is there any relief from the dead monotony of a dimly lighted and seemingly dead town. Hongkong never did have a reputation for gaiety at night and one of the reasons, we think, is that the city is so unattractive—so dimly gloomy after, say, nine o'clock at night. There have been one or two efforts made in recent years to brighten things up in a small way but Hongkong refuses apparently to budge out of its snug way of going home and staying there. That might be quite all right, but we do think that the Government might give a little encouragement to those who are trying to cater for people who don't wish to stay indoors always by making our city illumination a little less mean.

DAY BY DAY.

A MAN MAY SMILE, AND SMILE,
AND BE A VILLAIN.—Shakespeare.

The Government is calling for tenders for the construction of an Anglo-Chinese School, at Cheung Chau. The work consists of site formation and erection of school and outbuildings.

A chair coolie was yesterday removed from Gough Hill to the Government Civil Hospital suffering from injuries to his head caused by falling down the hillside near the chair coolies' shelter at Victoria Gap.

H. E. the Officer Administering the Government has been pleased to recognise Senor Don Eleodoro Rouillon as Peruvian Consul General at Hongkong with jurisdiction in the British Colonies in Asia and the ports of India.

Local theatre goers who remember with pleasure the visit of the Chaumier Comedy Company will be pleased to learn that it has enjoyed a very successful season at Peking and Tientsin. The Company is leaving for Kobe on the 19th.

A workman engaged in decorating the interior of No. 53 Des Voeux Road Central was admitted to the Government Hospital yesterday with injuries to his head and arms. It is said that the man fell from a plank suspended fairly high up in the building.

A Chinese coolie who fell from the third floor of the old building of the Taikoo Sugar Refinery to the street yesterday was instantly killed. The man was employed together with a number of others in the work of demolishing some old machinery. His body was removed to the Public Mortuary.

For sticking posters in Aberdeen without the proper authority of the Captain Superintendent of Police, two Chinese were charged before Mr. R. E. Lindsell this morning. After it was ascertained that the posters merely related to business, Mr. Lindsell imposed a fine of \$5 on one of the defendants, and discharged the other, as he was only an assistant.

Saturday finds the Colony's three principal cinemas each showing a picture of excellent standard, the Queen's Theatre offering "The Song and Dance Man" with Tom Moore and Bessie Love in a charming story of stage life; the World Theatre presenting Hoot Gibson in his latest Western comedy, "The Prairie King," and the Star Theatre showing "One Air Mail," an exciting story with a strong cast led by Warner Baxter, Billie Dove, Mary Brian and Douglas Fairbanks, Jr.

A leakage in the gasoline tank of a motor bus, No. 80, belonging to the Kowloon Motor Bus Company, caused the car, which was on its way from the Kowloon ferry to Shumshu, to catch fire just outside the Yau-mati Government School at Yau-mati, yesterday afternoon. The driver was not aware that there was a leakage at the tank until the blaze started. When the alarm was given two fire appliances arrived on the scene and succeeded in stopping the blaze without difficulty. There were no passengers on the car at the time the fire started.

Among the interesting events depicted in the topical gazette being screened at the Queen's Theatre to-morrow is the arrival at London of the world fliers Brock and Schlee after their hop across the Atlantic. Brock and Schlee, it will be remembered, visited Hongkong, but found when they reached Japan that it would be impossible to complete the circuit of the globe, owing to the extremely bad conditions prevailing in the Pacific. The feature film in to-morrow's programme at the Queen's Theatre will be "Miss Brewsters' Millions," a feminised version of George Barr McCutcheon's famous story.

EXCHANGE RATES.

	London, Oct. 14.
Paris	124.5
Brussels	34.97
Amsterdam	12.11 1/2
Berlin	20.41
Copenhagen	18.17
Vienna	34.51
Helsingfors	193.4
Lisbon	27 1/2
Bucharest	786
Bombay	15.15/16
Yokohama	10.75/16
New York	4.87 1/2/32
Geneva	25.25
Milan	89 1/2
Stockholm	18.50
Oslo	18.50
Prague	10.44
Madrid	28.45
Athens	386
Buenos Aires	47.29/32
Shanghai	2/6
Hongkong	1.11 1/2
Silver (spot)	25 1/2
Silver (forward)	25.15/16

—British Wireless.

A RUSSIAN PROSPECT.

Strolling Down the Nevsky.

There is no street in Russia quite like Leningrad's Nevsky Prospect, or, as it is now called in honour of the date of the Bolshevik Revolution, the Prospect of the Twenty-fifth of October. Wide and spacious, lined with large stores, bookshops, banks and other public buildings, with the imposing structure of the Kazanskaya Cathedral, built in imitation of St. Peter's in Rome, rising on one side, the Nevsky is the central highway of the city's flowing populace.

The fact that Leningrad is no longer the capital of the Russian Tsars is forcibly impressed upon the traveller as soon as he emerges from the October (formerly the Nicholas) Station. The squat, clumsy equestrian statue of Tsar Alexander III still stands in the square outside the station. But on the statue is written a grim couplet by the popular revolutionary poet, Dymov, to the effect that the statue was only spared as a scarecrow, a monument to the people's hatred of the Romanoff dynasty and all it stands for.

Strolling down the Nevsky (the old sign still remains on many street corners, with occasional confusing shifts to Twenty-fifth of October), one may be attracted by the vivid pictures on the outside to enter a motion picture theatre where "The Wings of the Serp" is being given. This is a new Russian film, which almost vies with the "Potemkin" in its fascinating treatment of a Russian historical subject.

Before long the Prospect of the Twenty-fifth of October intersects the Street of the Third of July (named in honour of a revolutionary uprising on that date), and this recalls one of the best of the jokes which are now going the rounds in Leningrad. A peasant woman, so the story runs, asked directions as to how to reach a certain point in the city. "First you take a car on the Third of July, and then change to another car on the Twenty-fifth of October," was the reply. "Oh, if it takes so long, I'll walk," was the woman's embarrassed answer.

The large Hotel Europe, now less frequented than it was in the days when the city was the capital of Russia, offers the traveller perhaps the most sumptuous accommodation available in the Soviet Union. There is music with dancing several evenings a week (public dancing is generally frowned on in the Soviet Union); and it is said that some persons from Moscow occasionally come up for a week-end in Leningrad merely to enjoy the gaieties of the Hotel Europe. A little farther up the Nevsky a little store called "De Gourmet" offers chocolate with whipped cream of extremely delicate flavour.

The crowning glories of the Nevsky are reached as one approaches the River Neva, which gave the street its original name. Branching off to the right, a few steps bring one to the large open square before the Winter Palace, where the reviews and parades of the Tsar's crack regiments formerly took place.

The Winter Palace seems destined to follow in the footsteps of the Paris Louvre; part of it has already been taken over as a supplement to the Hermitage, the famous art gallery of Leningrad which adjoins the Palace. Another part has been turned into a Museum of the Revolution.

One could spend days, almost weeks, in the Hermitage, with its rich treasures, of painting and sculpture (the art gallery is especially rich in the works of Rembrandt, Rubens, Van Dyck and other Flemish masters), its valuable and interesting collections of early Etruscan pottery and Scythian archaeological finds, dug

up in the Black Sea provinces of Russia, its glittering room, filled with the priceless baubles and trinkets of Tsars and Tsarinas; jewelled swords and sabres, toilet services in solid gold, richly ornamented snuff boxes and watches, the work of French and Italian and German goldsmiths of the sixteenth century.

All these valuable collections are preserved in excellent order; and the Soviet education authorities, by organizing excursions of workers and soldiers and students and other groups, are making a consistent and genuine effort to introduce the masses to their national inheritance of artistic treasures.

If one turns to the left off the Nevsky, it is not far to the massive pile of St. Isaac's Cathedral, with its extraordinary mosaic pictures of the saints. Nearer the Neva, the slender golden spire of the Admiralty Building pierces the sky; the size of the Admiralty is a testimonial to the vaulting ambition of Peter the Great to make out of Russia a great sea power.

The bridge over the Neva commands a striking panorama. People cross the solidly frozen river on the ice. On the side opposite the Admiralty rise the frowning bastions of the Petropavlovsk Fortress, where the chief political offenders against the power of the Tsars were confined in solitary dungeons, with the most elaborate precautions against any attempts to escape.

This fortress, after temporarily housing the ministers of the fallen autocracy and of the short-lived Provisional Government which succeeded it, finally lost its original character as a prison, and the dungeons are now preserved only as historical relics. The mint which coins Russia's new copper money is located within the confines of the fortress.

A building of more pleasant and inspiring associations, visible from the bridge, is the Leningrad Academy of Sciences, which celebrated the two hundredth anniversary of its establishment in the fall of 1925. Many notable discoveries are associated with this great cultural centre of Russian activity; and to-day the solitary inventor and the returned exploring party hasten to report the results of their researches before the Academy.

The grimy factories which send out their smoke from the Viborg region, on the other side of the river, have their romance, too; it was from these factories that thousands of the Red Guards rushed out to administer the last blow to the tottering Government of Kerensky in the fall of 1917. It is a good sign that these factories are now smoking at full blast; two or three years ago many of them were standing idle for working at greatly slackened tempo.

These smoking factories are a symbol for the general activity of the city. Leningrad has its problems and difficulties; its figure of 170,000 unemployed and its introduction of the space rationing which had hitherto been especially characteristic of Moscow are signs that it has not escaped the general evils of unemployment and inadequate housing.

In spite of the transfer of the capital to Moscow, however, which has brought with it a reduction of approximately 20 per cent. in the numbers of the population, the city has very decidedly "come back," in comparison with the cold and hungry years of the revolution and the first difficult period of reconstruction. Its big metal factories have revived at last, and its position as Russia's single port on the Baltic makes it an important factor in foreign trade.

W. H. C.

MAN OF WAR ANCHORAGE.

THE LIMITS RE-DEFINED.

It is notified in the Government Gazette that Regulation 12 in Table M to the Merchant Shipping Ordinance, 1899, is amended by the rescission of the limits of the Foreign Man-of-War Anchorage, set forth in the said regulation 12, and the substitution thereof of the following:

On the west.—The meridian of 114° 11' 30" E.
On the south.—A line 081° from Blackhead Point light.
On the north and east.—The five fathom line.

It is notified in the Government Gazette that on and after to-day two mark buoys, will be temporarily placed off Kowloon Point in a position Kowloon Clock Tower bearing

"THE CAT AND THE CANARY."

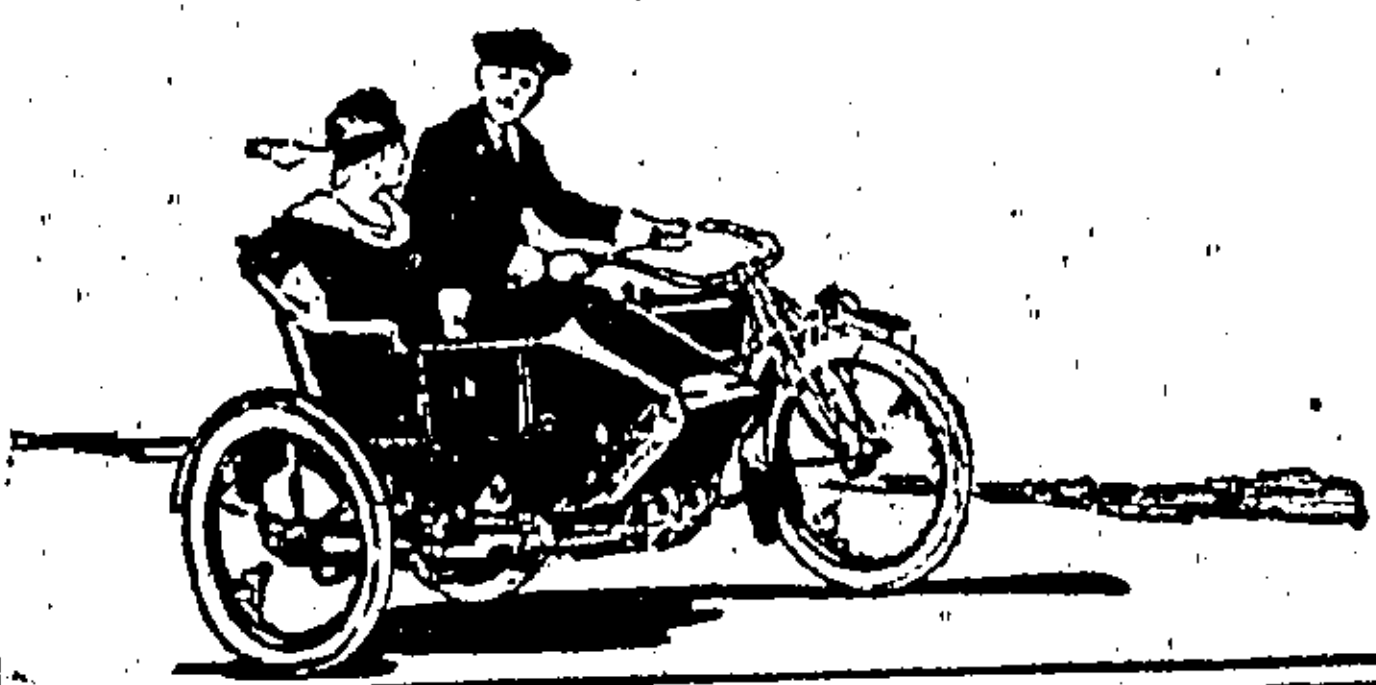
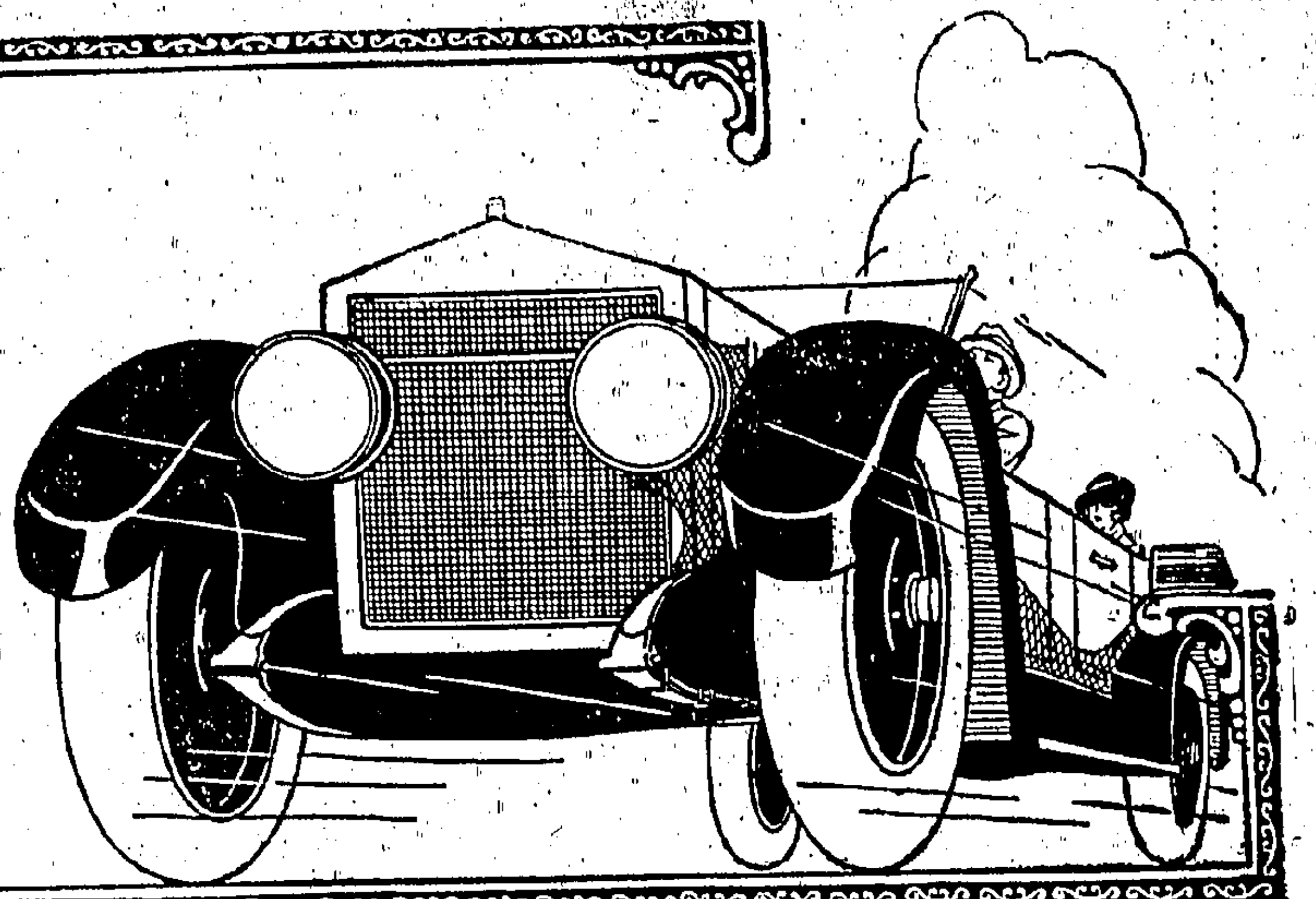
COMING TO QUEENS.

Described as the greatest mystery drama of the age, "The Cat and the Canary," a film based on the famous stage success of the same name, is to be screened at the Queen's Theatre from Thursday to Saturday of next week, as announced in a special advertisement appearing in this issue. The story concerns six people who go to a haunted house at midnight to hear the reading of a will. The lawyer who reads the will is mysteriously murdered. The strange sequel is full of suspense and thrills. Laura La Plante is the leading player, supported by a notable cast.

ing 53° distance 500 feet and 1,200 feet respectively. These buoys will carry a red flag by day and exhibit a fixed red light by night.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 15th OCTOBER, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Motor Show.

The letter which we publish elsewhere in this Supplement draws further attention to the question of organising a motor show for Hongkong, and although there are many questions to be considered before such an event could be arranged, our correspondent has at least offered a favourable solution to the question of where such a function might be held. Lee Gardens would certainly prove sufficiently accommodating, and not only that, but private roads would enable cars to be driven to their respective stands without trouble. There is much to be said in favour of holding a show, and we should imagine that the trade would welcome the opportunity of exhibiting. Other attractions might be arranged, and an attractive programme of events in conjunction with the show itself, would doubtless draw big crowds.

A Great Improvement.

The work which is rapidly nearing completion at the foot of Stubbs Road, where the height of the roadway is being raised some four feet, and the corner leading from Morrison Hill Road into Stubbs Road widened, is one of the most needed improvement to the Colony road system. Previously, the corner was distinctly dangerous on account of the roadway falling away to the left, making the negotiation of the turn into Stubbs Road, when travelling Eastwards, a rather unpleasant procedure. Every motorist will feel thankful to those responsible when the realignment is finally completed.

Morris Programme.

In their programme for 1928 Messrs. Morris Motors (1926) Ltd. cater still further for their Export clients. For example, the 11.9 h.p. Cowley is now available with a full (56") track as well as the higher powered Oxford—an addition which will be most welcome to motorists who seek maximum economy over rutted country roads. Further, larger tyres are now fitted on the Cowley chassis, 28" x 4.95" as against 27" x 4.40" previously—an improvement which still further increases the riding comfort.

TYRES IN HARMONY.

Now we may have our wheels and tyres painted to harmonize with the car's colours. A small tyre manufacturer has already started the mode of painting the tyre side-walls for use on coloured autos.

KNOCKS RECORDED.

A spectroscopic is being used at Mt. Holyoke College to "photograph" engine knocks. The slightest impurities are detected when artificial rainbows are created in the cylinders.

CORRESPONDENCE.

Motor Show.

Sir,—Your reference to Shanghai's motor show, and the hint that Hongkong might stage a similar show, should be seriously taken to heart by the motor trade in this Colony. I know that whenever something out of the ordinary is proposed for Hongkong, cold water is usually applied by raising the cry "But there is nowhere to hold it!"

Since the "Fun O' The Fair" show, it has struck me that we possess an excellent location for almost any form of exhibition, much space is required, and, to my mind, Lee Gardens would prove an ideal spot for a motor exhibition. The only requirement would be the covering in of a fairly large area for the actual auto exhibition. All of the other assets are already there. There is plenty of restaurant, room for special arrangements, in this respect, catering accommodation, and other features.

I feel sure that, being as favourably provided for as we are in respect to accommodation, given the wholehearted support of the H.K.A.A. and the trade, much benefit would accrue from a local motor show.

Enclosing my card, Yours, etc.
OPTIMIST.
Hongkong, October 10th.

EXCLUSIVE SCHOOL.

Rolls-Royce Methods.

TEACHING COURTESY.

Owners or chauffeurs employed by owners of Rolls-Royce in England have a special school at their disposal, established and maintained by the manufacturers of the cars.

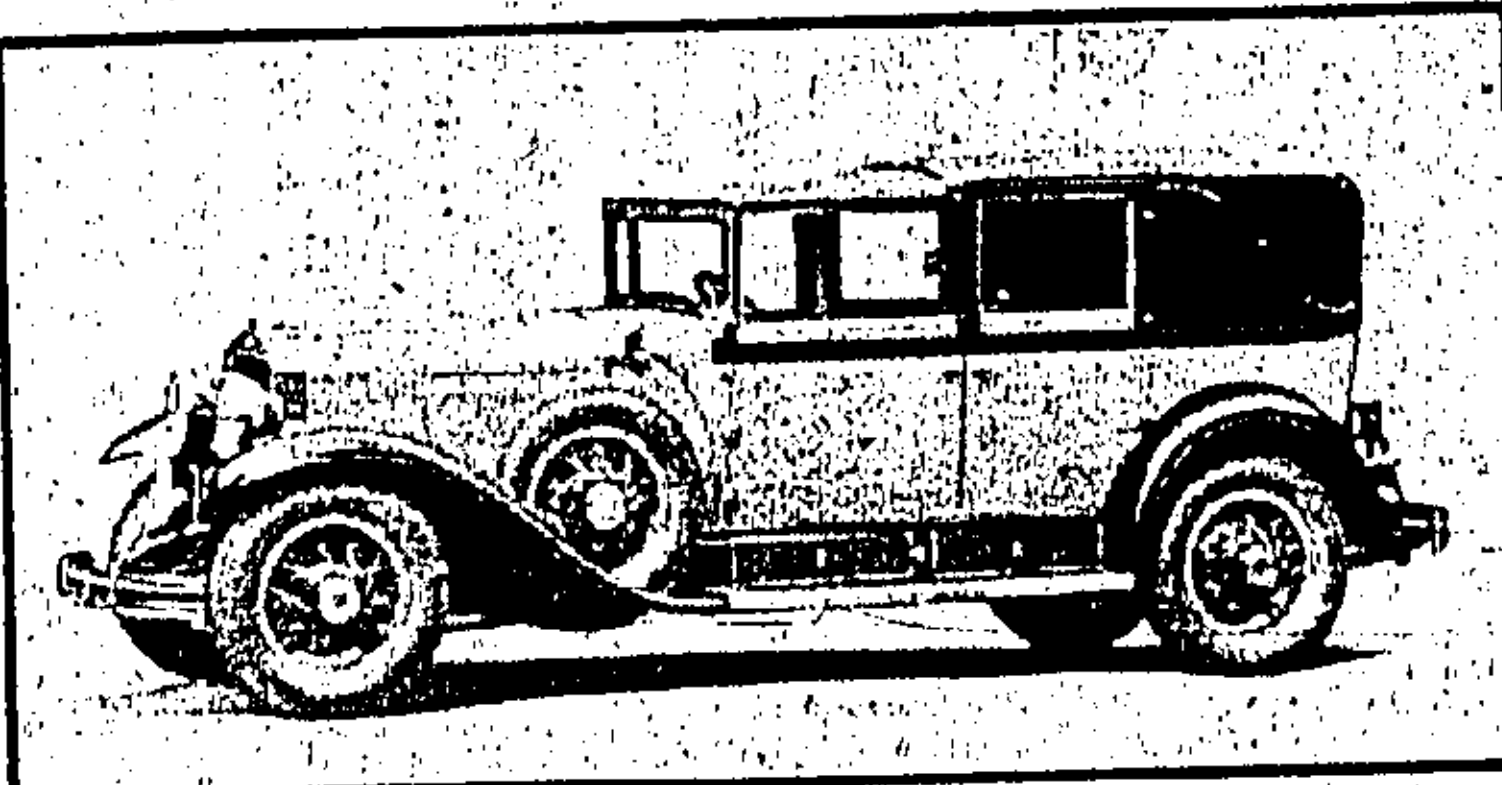
Housed in a real Rolls-Royce atmosphere in a fine old mansion in Surrey, it has a special course of instruction for each model made, and provides living accommodation for the pupils. Only 18 students are admitted at one time.

Every part of the car is shown and explained, and the lectures cover every detail from lubrication to body work, and springing to carburation.

In addition such things as road courtesies, smooth use of brakes, starting and stopping the car, reversing, starting up a steep incline and taking acute bends in the road come into the curriculum.

A car of each type is provided for actual demonstration and teaching on the road.

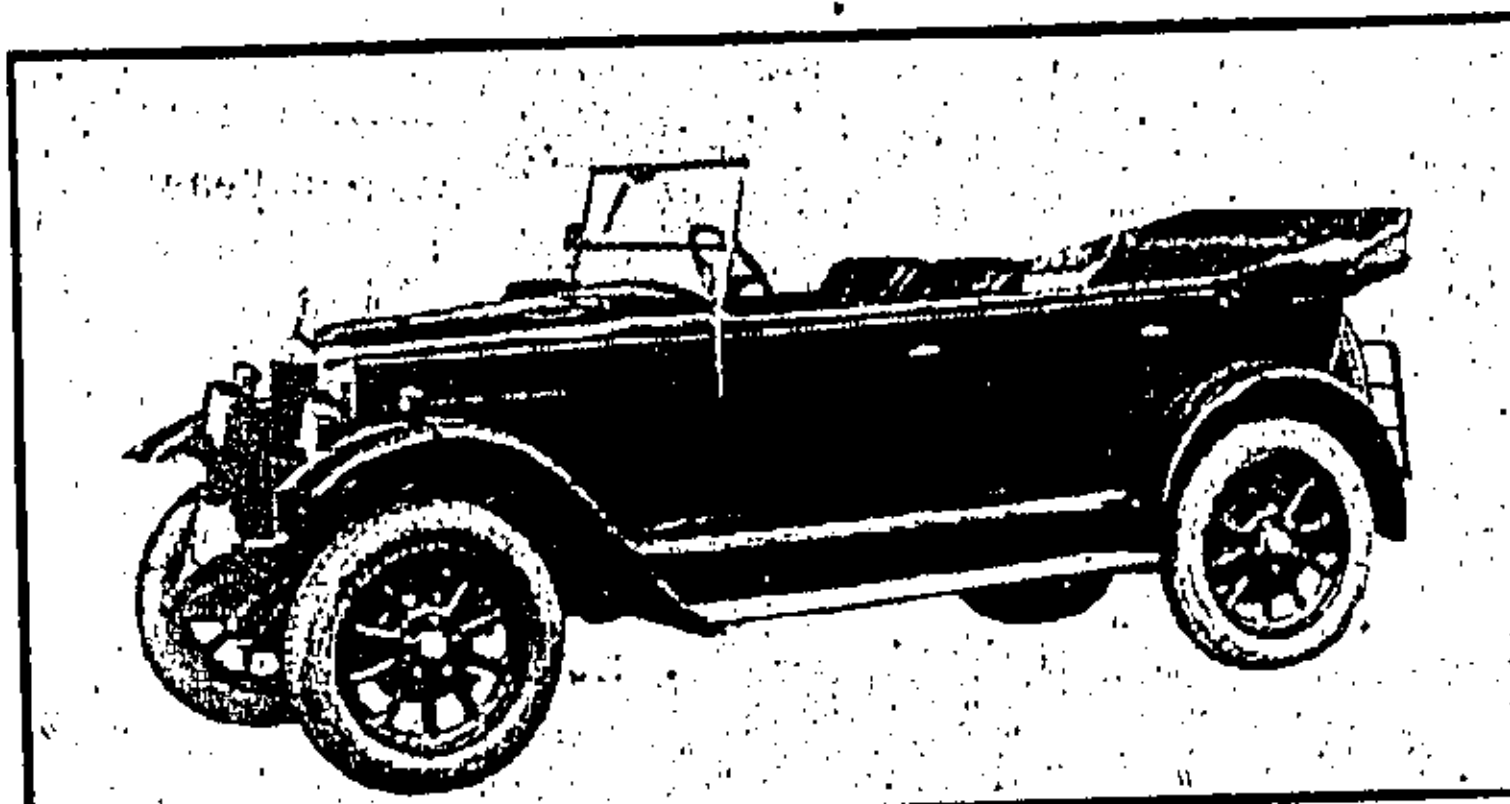
ATTRACTIVE CADILLAC CABRIOLET.



This modish body style—the Fleetwood transformable Town cabriolet—exemplifies the twelve Fleetwood bodies in the new Cadillac line.

A strict departure from the commonplace characterizes these Fleetwood models. Representing remarkable distinction, luxury and rare charm, the whole Fleetwood line forecasts the futuristic trend in body design. The style illustrated above has the added attraction of a transformable compartment which may be treated as open or closed at will. Windows concealed in the front door panels may be raised, a removable top erected and the shape and line of the roof is completely enclosed, and the shape and line of the roof is preserved. This driving compartment is upholstered in hand-luffed leather harmonizing with the colour tones of the car. Velveteen broadcloth upholstery in refined, subdued colours is used throughout the whole Fleetwood range.

NEW 15.9. MORRIS OXFORD MODEL.



The progressive policy of Morris Motors, Ltd. is responsible for many new features in these well-known cars. The above car is known as the "Big 15.9 h.p. Morris Oxford."

POINT DUTY BY PEDESTRIANS.

The Motorist's Appeal for Friendly Signals.

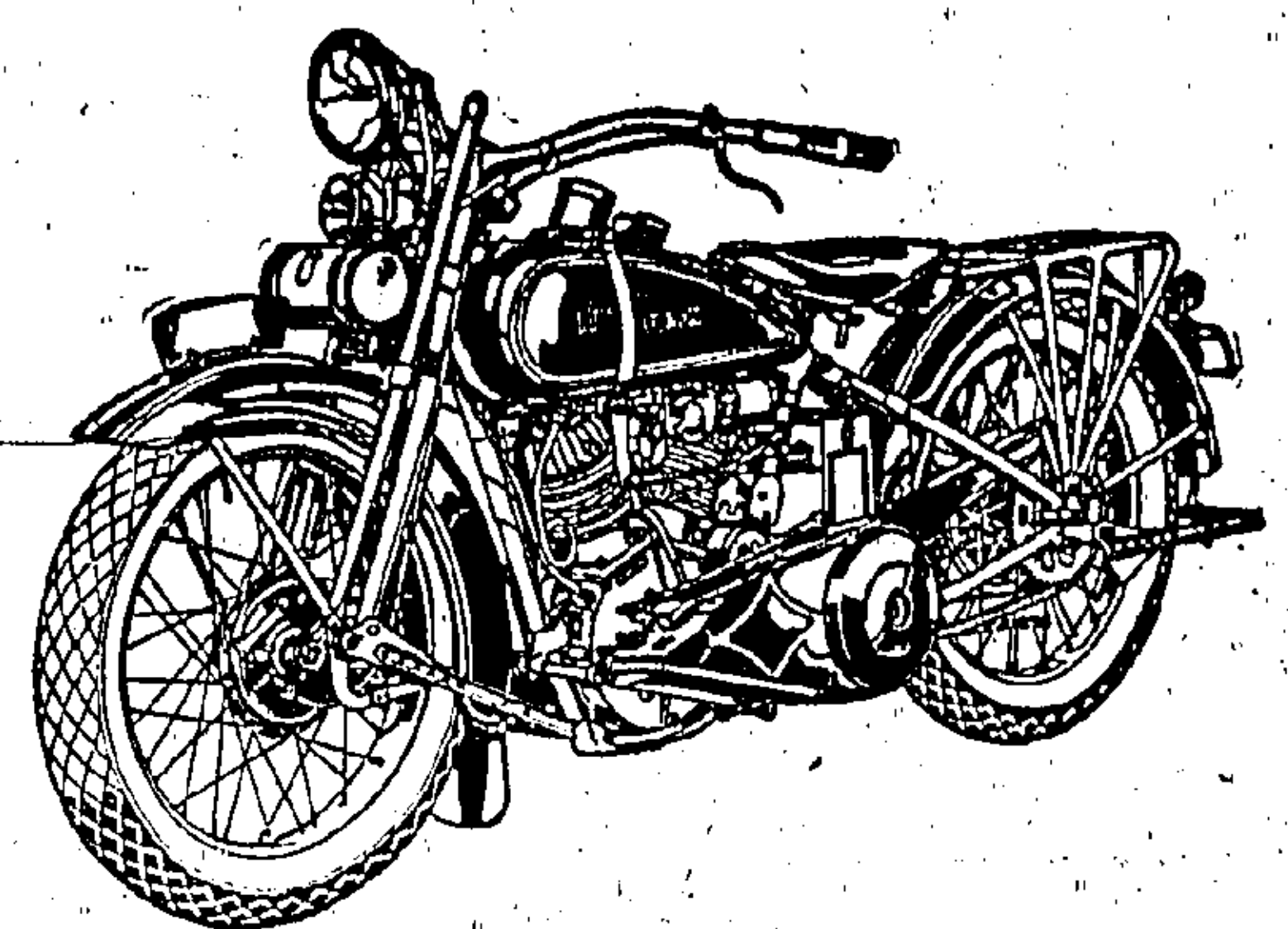
An appeal to pedestrians to give signals to motorists, particularly at blind corners, is being circulated throughout Kent by the Chief Constable, who thinks that many accidents will be avoided in this way.

Motorists consulted by a representative of The Observer, thought that "improvised signalling" by pedestrians might have to be regulated if it became common. Amateurish signals were liable to be misunderstood, and they might be too eagerly given. On Friday Capt. C. E. Lloyd, M.P. for

Dundley, when summoned at Stourbridge for driving to the public danger (the case was dismissed), explained that he had become involved in a collision through heeding a pedestrian's signal to proceed.

An official of the Automobile Association said, however, that there would be more gain than loss if pedestrians made a point of giving a friendly signal to the motorist when another vehicle is approaching at crossroads. "There is a risk of a wrong signal being given, of course, but the motorist will be going slowly. It is most desirable that the pedestrian should help the motorist in his safety-first problem, and indeed we have noticed for some time that the public is increasingly helpful in this direction."

1928 HARLEY-DAVIDSON



FORE-WHEEL BRAKES, THROTTLE
—CONTROLLED MECHANICAL
OILER AND AIR-CLEANER

are prominent advancements.

SPECIAL SPORT SOLOS ARE LEADERS
ARE NOW IN STOCK.

BOOK YOUR MOUNT NOW.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Take Bus Route No. 7. (Passes Door).

When You Say—

"Give Me A Cheap Oil"

You Welcome—

Thumps And Knocks!

EXACTLY. Why? Because noise always follows wear. And at least 50% of all engine wear comes from poor lubrication—resulting from the careless request, "Give me a cheap oil."

With ordinary oil you never know how soon noise will develop in your motor. Poor oil keeps you guessing. Where did that sound come from? What will it lead to? Is it only carbon or is some expensive part wearing out?

Wear-noise is always just one step ahead of a repair bill. But here is the sure way to protect yourself.

Buy a specialized LUBRICATING oil—Mobiloil. And buy a grade of oil which fits your engine—the grade of Mobiloil advised for your car in the Mobiloil Chart. All containers bear the Gargoyle trade-mark.

Gargoyle Mobiloil is made by the foremost company in the world which specializes in lubrication. Mobiloil is made from crude oils selected for lubricating value. Mobiloil is not a gasoline by-product.

The Mobiloil Chart of Recommendations is so sound that 182 automobile manufacturers approve it.



VACUUM OIL CO.

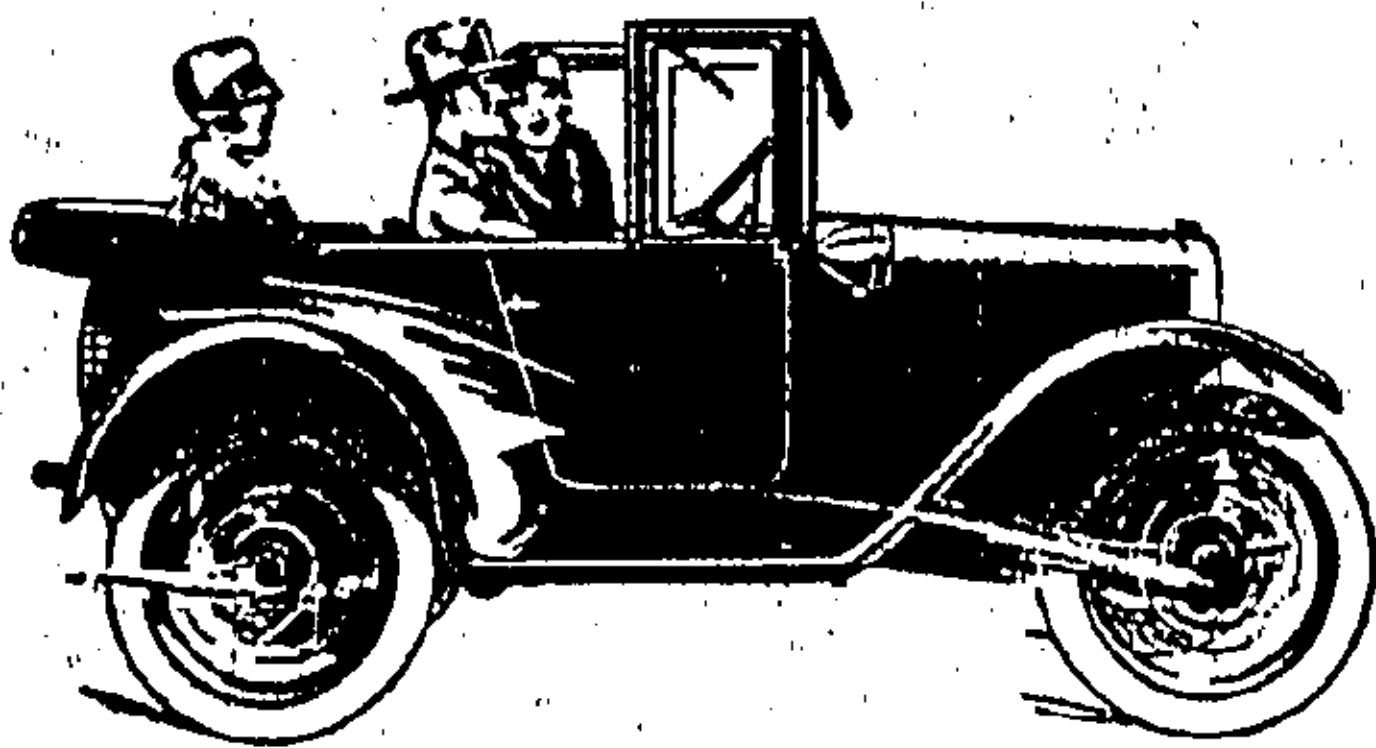
ENGINEERING'S LATEST MARVEL—A TWO-MILE BURROW FOR MOTORISTS.



Some views of New York's new vehicular tunnels, under the Hudson river, these. At the left is the entrance to one of the tubes on the New York side, downtown. Next is a photo of the interior of one of the twin tubes at the centre of the river bed—the vertical lines dividing New York and New Jersey territory. The dark spaces along the ceiling are ventilators. Next is a cross-section diagram showing how the space in each tube is utilized, with air channels both top and bottom. The diameter of the tube is 29 feet 6 inches. The roadway is 20 feet wide. At the right is one of the big buildings required to house ventilating machinery.

Easily the best-

Small Car in the World!



AUSTIN FAMOUS "SEVEN"

Thousands of owners have travelled thousands of miles in their sturdy little Austins ----- and at a cost of a penny per mile!

In Hongkong, an Austin "Seven" can be operated for less than \$12.00 per month!

We shall be pleased to show you how easy it is for you to become another Austin enthusiast, on terms which can be arranged for your convenience.

ALEX. ROSS & Co., (China) Ltd.
Prince's Building. 2 floor, -Ice House St. Entrance.

THE MOTOR UNION INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

BEFORE INSURING CONSULT US ON OUR COMPREHENSIVE POLICY.

For full particulars apply to:-
THE UNION TRADING CO., Ltd.
York Building. Phone C. 587.

CHINA UNDERWRITER, LTD.

FOR ALL CLASSES OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE: TELEPHONE: 1121-2
ST. GEORGE'S BUILDING, HONGKONG.C.

BUICK for 1928

Our first shipment of the 1928 model Buick Motor Cars is due to arrive in Hongkong on October 16. The public is cordially invited to make an early inspection of these cars promptly after arrival as the entire shipment has been sold.

Our second shipment of these 1928 model Buick Motor Cars is due to arrive at an early date. Although orders are being booked rapidly for this second shipment, a few cars are still available. Orders will have to be filled strictly in rotation.

These current model-Buicks are the product of General Motors of Canada, Ltd., being manufactured in Oshawa, Ontario. They bear both the "Maple Leaf" and the "Made in Canada" mark. Delivered prices will be the lowest at which Buick Motor Cars have ever been sold in this territory.

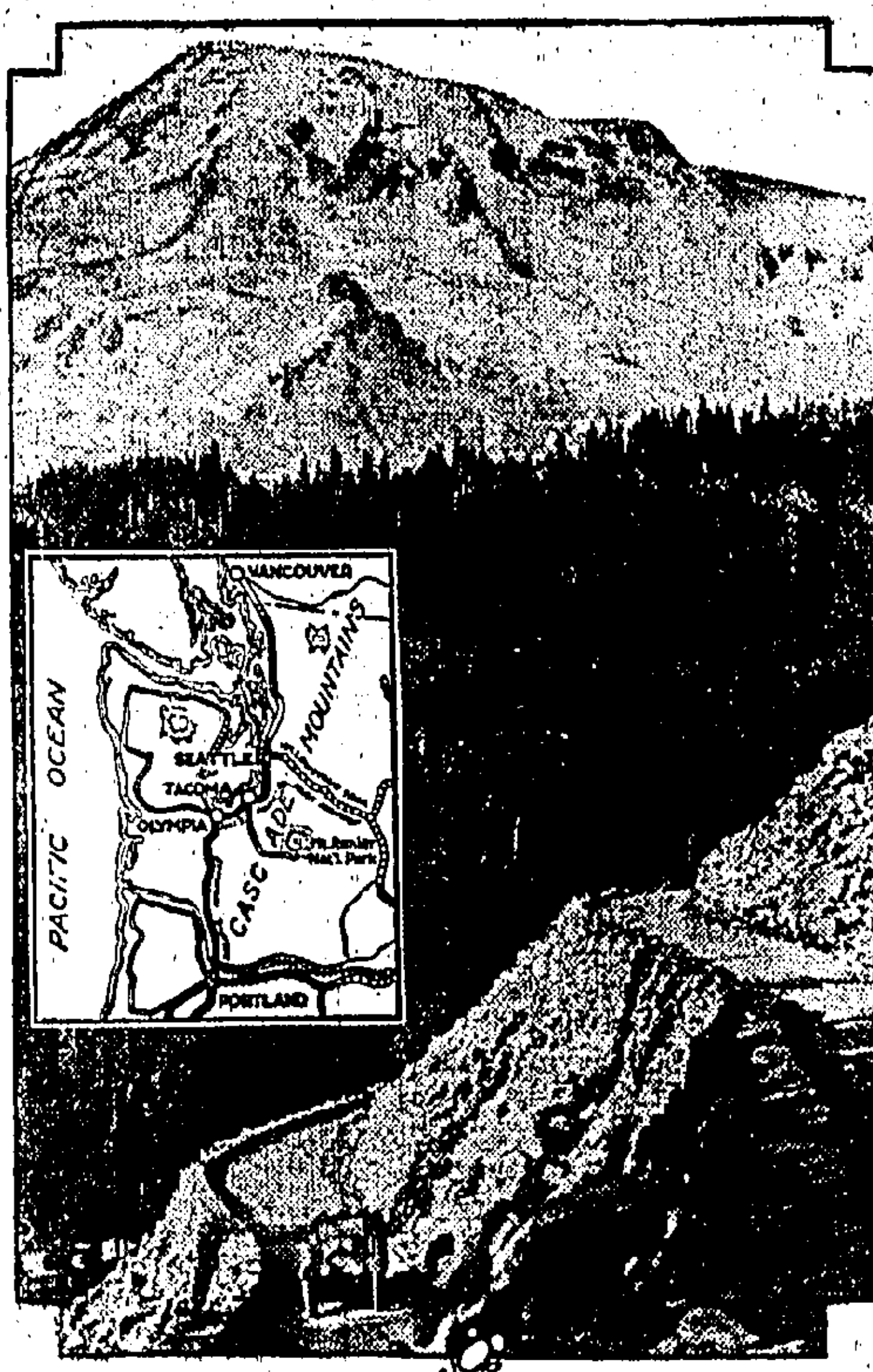
THE DRAGON MOTOR CO., LTD.

Telephones C. 1246 or 1247.
83, Wong Nei Chung Road Happy Valley.

MOTORING MID TALL TREES AND GLACIERS.



Many miles of road pierce such towering woods of fir and cedar as this.



From Inspiration Point, the below, with a good motor road ing high above Paradise Valley visitor may see Mt. Rainier rising winding up the neighbouring mountainside.

Many motorists coming from the east have a tendency to pass by one of America's most interesting beauty spots. It is the Pacific northwest, where the tall firs and cedars range over mountain and valley in a picturesque way that is exclusive to this territory.

Perhaps the outstanding attraction in the northwest is Mt. Rainier, not far from Tacoma and Seattle. Surrounded by a series of mountains, themselves no small peaks, Rainier rises abruptly to a height of nearly 15,000 feet, more than twice the height of any of its neighbours.

Radiating from Mount Rainier is the largest glacial system in the United States. Twenty-eight separate glaciers, great and small, clothe the mountain—forty-five square miles of ice, moving through vast meadows of myriad coloured wild flowers.

There are 150 miles of trail and 20 miles of good automobile road in this summer playground. Accommodations for the tourist have been enlarged by the addition of 100 rooms at Paradise Inn in Paradise Valley, 5557 feet above sea level. At Longmire Springs

the National Park Inn, with its tents and bungalows, affords accommodation for a large number of visitors. The park itself may be reached from Tacoma or Seattle in half a day's drive.

Great Variety of Colour.

No less an authority than the great naturalist John Muir has stated that the vast alpine meadows of Rainier National Park form the greatest wild flower fields in the world. As many as four hundred varieties of these glorious mountain flowers of every colour and form imaginable, are to be found in this natural garden.

Paradise Valley in Rainier National Park has long been famous as the place "where the flowers and glaciers meet." Here, in midsummer, the merriest of winter sports may be indulged in. Skink, tobogganing and "nature sliding" have proved popular.

Besides the winter sports, there are lots of other activities to hold the interest of the visitors. For the angler there are sparkling lakes and streams filled with scrappy mountain trout. For those who love horseback riding there

are a score of delightful trips that reach into every nook and corner of the vast park area. There are marvellously wooded mountain trails for hiking.

Good Camping Facilities.

For beauty-seekers there is an ever-changing panorama of mountain scenery. There are splendid tennis courts, and there are innumerable mineral springs.

For those who like to "camp out" there are White River Camp and Paradise Camp.

For the vacationist who wishes to remain for an extended visit there is National Park Inn, a typical mountain resort hotel at Longmire Springs. And in Paradise Valley is Paradise Inn, the largest resort hotel in the Pacific northwest.

After the outing at Rainier the motorist may drive on to Seattle, there to prepare for the many interesting trips in the Puget Sound region, then northward over paved highway and by ferry to Victoria and Vancouver, B.C.

It is the land of tall trees, the rushing river, the snow-capped mountain, and a cool, soothing summer climate.

MOTORCYCLES INCREASE.

Although the use of motor-cycles in the U.S. is decreasing, their use throughout the world is increasing. The world census until January 1 was 1,726,241, with the United Kingdom ranking first, Germany second, France third and the United States fourth.

CAR CENSUS.

27,650,257 in Use.

INDIA STILL WALKS.

Total number of cars in use in the world at the beginning of this year was 27,650,257, of which 22,137,334 were registered in the U.S.A., making an average of one car for every five persons there.

Second comes Canada and Hawaii with one for each 11 persons. New Zealand follows with 1 for 12, Denmark and Australia tie with 1 for 17. Great Britain has 1 for 43, Argentina 1 for 45, and France 1 for 46.

India comes a bad last with 1 for every 3893 persons, its nearest pedestrian competitor being Japan with 1 for each 1398 and the Dutch East Indies with 1 for 1085.

FUEL PUMP.

Racing Development.

ELIMINATES VACUUM TANK.

Developed by the demands for an unflinching supply of fuel made by super-charged racing cars, a small fuel pump is now being marketed in the U.S.A. ready for fitting to ordinary cars.

It has a magnetic principle, and is run directly by battery current, and controlled by the ignition switch.

Fitted in the fuel line immediately in front of the carburettor, it eliminates the vacuum tank and is said to assist gravity and pressure fuel systems as it pumps petrol at a constant pressure from tank to carburettor.

ADVERTISERS IN THIS MOTORING SUPPLEMENT ARE REQUESTED TO SEND CHANGE OF "COPY" NOT LATER THAN WEDNESDAY OF EACH WEEK.

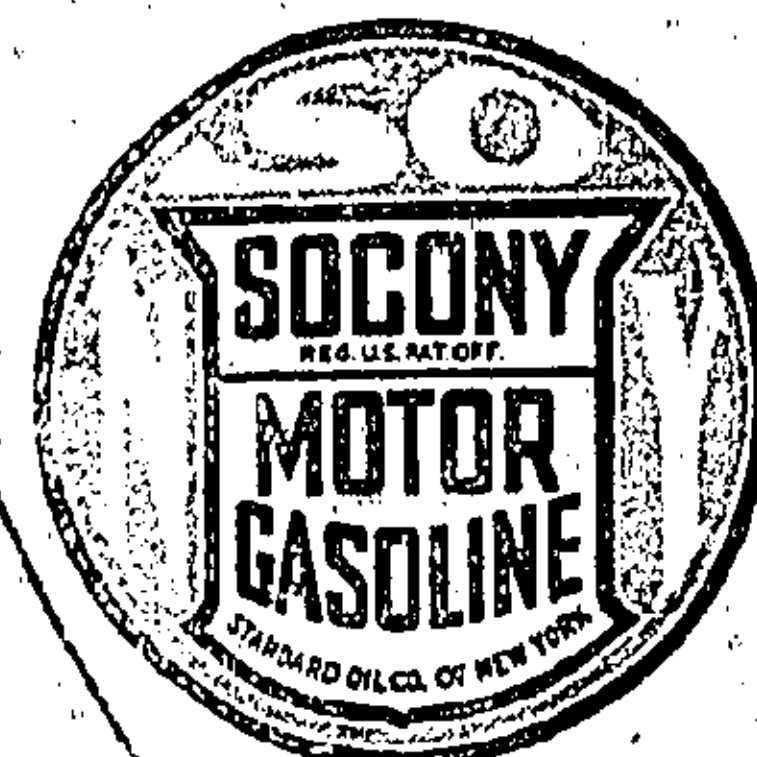
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USED CARS

WE HAVE THEM IN GOOD CONDITION AND OF ALL MAKES AND SIZES AT REAL BARGAIN PRICES

When you decide to SELL YOUR CAR it is to your advantage TO SEE US FIRST.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

THE FACTORY SERVICE DEPARTMENT.

Several letters have recently been received, describing troubles with cars, of a somewhat obscure character, which the dealers who sold these cars were apparently unable to locate and remove, even after earnest efforts so to do. Such instances are not at all unusual and this is not to be wondered at for it cannot reasonably be expected that all dealers—particularly the smaller ones—can maintain organizations including experts fully conversant with all the finer points and technical details pertaining to the cars they handle. To enable him to assist his customers in overcoming unusual troubles with their cars, every manufacturer maintains, at his factory, a technical service department, which is intended to be consulted when necessary. Quite often the instruction book speaks of this factory service organization, and it is always functioning. The car owner is expected to seek relief from technical troubles, the first instance, by referring them to an authorized service station of his make of car, but if the service station cannot solve the problem, probably the factory service department can, as its personnel are closely in touch with the engineers who design and supervise the construction of its product, and anyone "knows" its peculiarities by do. In case where the service station people seem to have exhausted all their resources to correct a

trouble, without success, it is often beneficial to request them to write the factory service department, giving details and asking for advice and, at the same time it may be advisable for the owner to write the factory direct, stating that he has suggested this course, giving his version of the trouble, and asking that the matter be given as prompt and careful attention as possible, and that a copy of the answer, sent to the service station, be forwarded to him. Manufacturers take the most vital interest in making their customer's car satisfactory, for they have perhaps more at stake even than the concerns which actually sell their product. Letters to a manufacturer should be addressed to the technical service department of the company in question at the place where its principal factory is located, unless there are instructions to the contrary. The year, model, serial and engine numbers of the car under consideration, should be given.

Question.—Please give me your idea as to straightening the front wheels of a car. I have checked up the wheels of my car and find them parallel when it is being steered straight ahead, but when they are deflected to make a turn, they are no longer parallel. How can this condition be corrected?

Answer.—Front wheels should never be parallel, when they are deflected from the straight ahead position. The inside wheel is always deflected more than the outside one for the reason that the inside wheel has to turn on a smaller circle than the outside one, if the wheels are not to slip. The relative deflection of the two wheels is regulated approximately by the steering knuckle and the arms to which the tie-rod is connected. So long as the wheels line up properly when pointed straight ahead, their action will be all right in taking turns, assuming that the steering linkage is in order.

Question.—What procedure can be followed to remove the sticky residue left on the surfaces of the engine system of my car, after using glycoline anti-freeze solution all winter?

Answer.—Open the drain holes and let water run into the radiator from a hose, at such a rate that the radiator is kept full but does not overflow. Let the water flush through in this manner for five minutes or so. If this does not remove the sticky deposits satisfactorily, dissolve a pound of soda ash in water, pour this solution into the system and fill up with clean water, then let the engine run idle on this mixture until it is well warmed. Drain off this alkaline solution and fill up with pure water.

U.S. STUDIES ENGINES.

Engineers of the U.S. Bureau of Standards are making a study of engine acceleration, after which they will take up the study of engine performance. At present they find that warming the intake manifold helps the engine to pick up speed considerably.

U.S. LEADS IN OIL.

Seventy per cent. of the world's crude oil supply is produced within the territorial limits of the United States.

NEW RULES FOR CHARABANCS.

Order of Ministry of Transport.

EXISTING VEHICLES NOT AFFECTED.

The secrecy regarding the new regulations for charabancs came to an end with the publication of the regulations in detail by the Ministry of Transport. The object of the secrecy was to prevent any interested firm obtaining an unfair start over others.

The new regulations will have no visible effect on the juggernauts on the road for a considerable time, for not only are existing vehicles exempt from their provisions but any vehicle which may be registered within twelve months from the date of the Order is likewise exempted.

In a circular issued yesterday by the Ministry it is stated that the Minister of Transport had hoped to avoid making new Orders until a comprehensive revision of the laws relating to traffic was possible, but technical developments of recent years, and particularly the evolution of the rigid six-wheel vehicle, had made it necessary to deal forthwith with certain classes of traffic.

Overall Length.

The new Order fixes limits for the first time to overall length and amount of "overhang" of all heavy motor vehicles, and also prescribes the turning circle and clearance of underparts of heavy cars used as public vehicles.

Overall length of a heavy motor-car is limited to 27ft. 6in., and if a trailer is to be drawn the towing vehicle may not exceed 26ft.

More stringent requirements are made regarding the construction and design of the brake equipment, and in the case of public service vehicles special provision is made that one brake shall be applied by pedal, and that the operation of neither brake shall entail the disengagement of the engine from the transmission gear.

In the case of public service vehicles also more stringent limitations have been placed on permissible weights. The Order prescribes that in general the axle-weight of any axle shall not exceed 5½ tons, and the sum of registered axle-weights is limited to 9 tons. Motor-cars not used for public service are not affected by these provisions, the corresponding axle-weights being fixed at 8 tons and 12 tons, the same as were decreed by the Heavy Motor Car Order, 1904.

Six Wheeled Vehicles.

"It appears to the Minister," the circular states, "that a heavy maximum laden weight for rigid-frame six-wheeled vehicles is justified on the ground that vehicles of this type, if suitably constructed, offer special advantages from the point of view of road user on account of the distribution of weight over three axles and the reduction of impact."

Accordingly, six-wheeled vehicles must conform with the following less stringent requirements: Maximum overall length 30ft., instead of 27ft. 6in., maximum laden weight, 10 tons, instead of 7½ tons; the sum of registered axle-weights is limited to 12 tons for a public service vehicle and 19 tons for others. In addition regulations controlling clearance of underparts are less stringent.

In the circular, which is addressed to local authorities, it is pointed out that while the Order provides for the maximum length of public service vehicles as 27ft. 6in., the Minister is of the opinion that Councils should not license such vehicles of a greater length than 26ft.

YOUTH AND THE CAR.

A New-found Market.

POSSIBLE FUTURE INFLUENCE.

[By H. Massac Baist.]

At the inception of the motor movement the majority of car buyers were under thirty years of age, for it was a pastime as strenuous as uncertain. But as soon as reliability had been reached the greater part of full-scale car buyers were middle-aged folk of means who required comfort, convenience, and the enjoyment of a facility hitherto denied them, the advent of which practically enabled them to overcome many of the inconveniences of advancing years.

Next came the age of the car with detachable wheels and a mechanical engine-starter, of moderate power, standardised with all-weather equipment for a middle price. That brought forward the woman owner-driver. By contrast, in America her ranks were recruited originally by the production of a type of vehicle that has not succeeded notably in this country, the electrical automobile for shopping.

A few years after its advent, however, this country pioneered the small car proper. Whereupon many a girl acted as motorman to her mother as well as using the car on her own occasions. But until small cars began to be furnished with four-five seat bodies and luggage-grids, rendering them more or less suitable for family

service, the chief patrons of the movement were young men and women. Yet the woman owner-driver has only begun to make her appearance on the Continent. She is rarely encountered in Italy. But the advent of the small car in Germany, which, as a well-proved proposition, is a year old, is resulting in the appearance, as owner-drivers, of a number of girls.

Minors as Owners.

In this country, when applying for a driving licence, you have merely to state whether you are under seventeen years of age, or over that age, but not your actual age. There is no question of the owner's age arising in licensing a car. Therefore it is impossible to tell what part age plays in car ownership and use. By contrast, in many of the States of America minors are not allowed to own cars. In spite of that fact, however, statistics reveal that even in such States something over seven per cent. of the total number of cars registered are owned by minors. They are chiefly boys ranging in age from seventeen to twenty-one. A large number of them own machines that are semi-wrecks and which should not be allowed on the road.

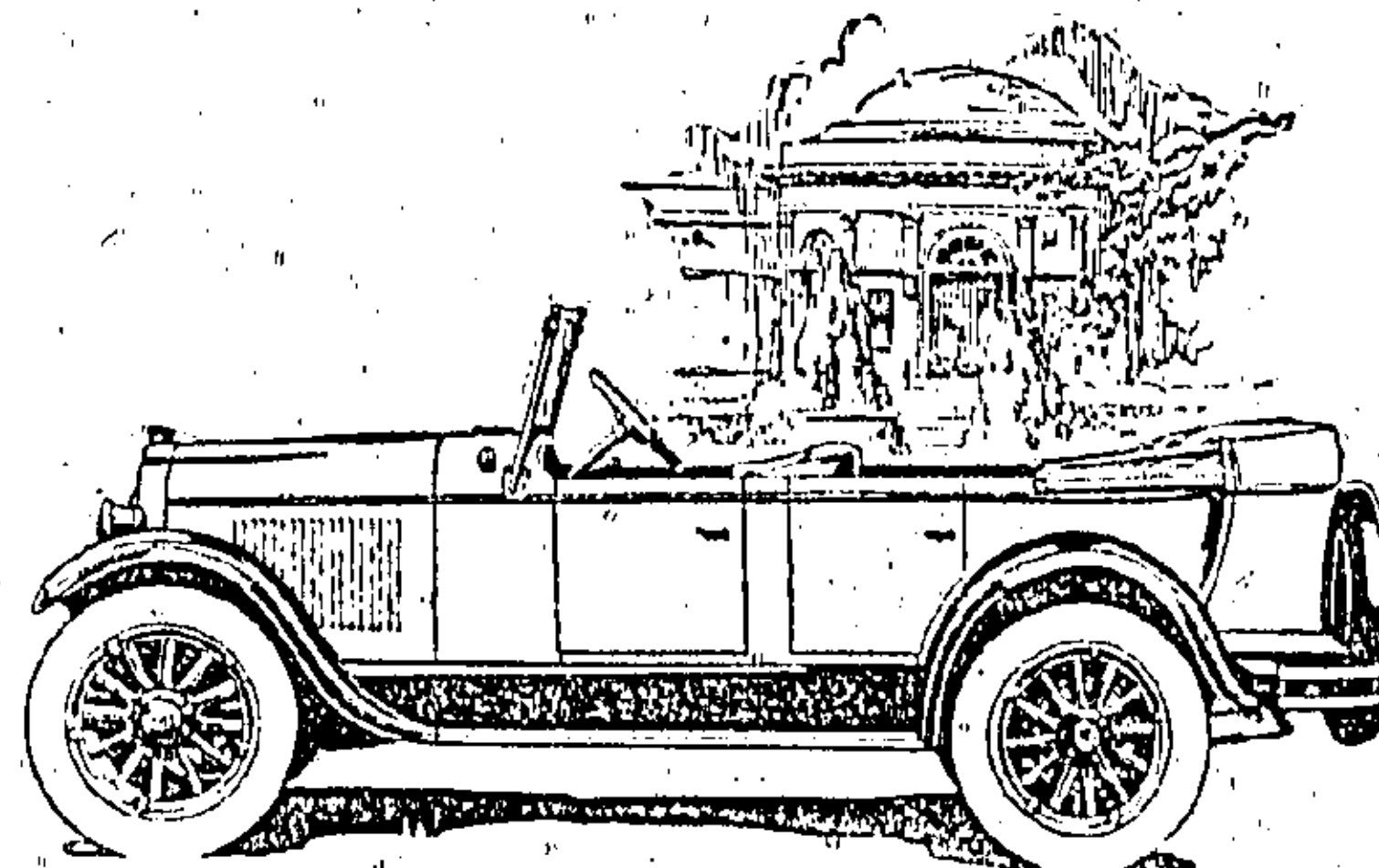
That, however, is not any reason why young folk should not own cars that are sound mechanical propositions. Whether minors should own, as well as drive, cars is entirely a question of whether they have the means and whether they use them in responsible fashion.

In America there is a sudden awakening to the importance of this section of the public which secures licences for cars with the knowledge of the authorities, in spite of the fact that in a very large proportion of these cases the law of the State in which the individual dwells does not permit of such a fact.

OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster	4-seater	G.S.1,200
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All prices subject to change without notice.

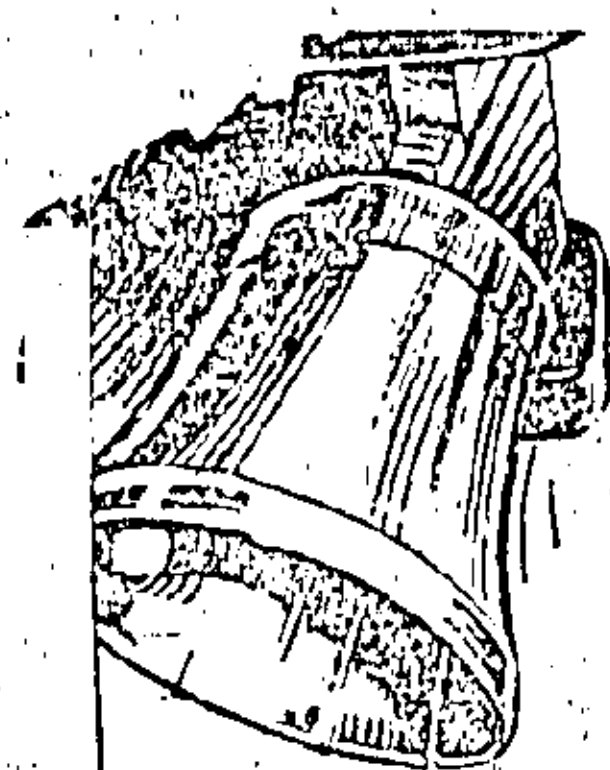
Our third shipment of six of the 1928 Model Touring Cars is due to arrive on October 24. Although orders are being booked rapidly for this third shipment, a few cars are still available. Orders will necessarily have to be filled strictly in rotation.

THE DRAGON MOTOR CAR CO., LTD.

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THE TRIUMPH OF THE MORRIS

IN 1925 Morris decided to make cars for world-wide use, and a world survey was made. 1926 saw the "World" Morris introduced. 1927 has proved the cars unquestionably successful. And now for 1928 are offered better cars, at lower prices.

In the rough-road countries of the Southern hemisphere Morris Owners are telling each other how well the "World" Morris fills their needs. In the tropics the new car is described as having "one of the coolest running engines I have ever sat behind."

In Canada the Morris engine is hailed as a mechanical masterpiece "smoother than many sixes and every bit as lively." In New Zealand even the "roadless North" has "passed" the "World" Morris. And throughout the Continent of Europe the Morris chassis is pur a long way first in the small car class.

Thus all round the globe the special privileges of the Morris owner are being enjoyed—comfortable, utterly reliable motoring at that amazingly low cost which the Morris car makes possible.

And this year still better chassis with choice of wide-track in all types—better bodies—still greater value! 19 models on the 3 famous Morris chassis . . . one for every person, purse and conceivable purpose . . . just the one for you. To try it is to buy it.

MORRIS

The Wheel of the World

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25, QUEEN'S ROAD CENTRAL.



B.S.A. Motor Cycles

Won a Team Prize Again

IN

THE INTERNATIONAL 6 DAYS' TRIAL

Aug. 15 to 20, 1927.—Lake District, England

Gold Medals

Awarded to the team of three riders using B.S.A. 4.93 h.p. O.H.V. models, all having completed the course without losing a single mark. Another B.S.A. rider of the Dutch team, mounted on a 4.93 h.p. Spouting-side valve machine was also awarded a Gold Medal.

Gold Medals

Also awarded to a rider of B.S.A. 3.49 h.p. O.H.V. motor cycle combination—the smallest powered sidecar to with a premier award as well as to a rider of 9.86 motor cycle combination.

Lead the Way on a B.S.A.

THE SINCERE CO., LTD.

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The latest and most effective fire extinguisher for

MOTOR CARS NO PERIODIC REFILLING

AGENTS,
KELLER, KERN & Co., Ltd. 16/19 CONNAUGHT ROAD C.

1,000 AIRPORTS BY 1928.

Prediction for U.S.

According to the Aeronautics Branch of the American Department of Commerce, more than 1,000 airports and intermediate fields will dot the United States from coast to coast and from Canada to the Gulf of Mexico by the end of 1927.

A survey just completed shows that 865 permanent stations are now in use, with 187 cities definitely considering the establishment of municipal airports. Of the present stations, 207 are municipally owned. Chambers of Commerce, business clubs and other civic organizations are co-operating in the effort to build up a complete airway and airport system.

Many authorities are using permanent construction for airport buildings and especially for fields and runways. Plans for projected passenger lines, carrying as many as thirty passengers, such as the Ford line between Chicago and Los Angeles, and seven or eight ton freight planes will require rigid landing surfaces. Turf and cinders, it is claimed, will not stand the wear.

It is recommended that runways of concrete 100 feet wide should be laid or even that the entire aerodromes should be of concrete, particularly since this permits landing and "taking-off" regardless of weather conditions.

Runways of this material are in service at the Croydon Aerodrome and at airports at Dessau, Germany, and Tempelhof, near Berlin.

TOLLS PAY FOR BRIDGE.

A total of 7,847,220 automobiles passing over the new Camden, N. J., bridge paid tolls amounting to \$2,122,000. This amount more than pays for the initial cost of the bridge and, allowing for maintenance of the bridge for the year, leaves a profit of \$100,000.

NO SPEED IN ADS.

Auto salesmen in the state of Washington are forbidden to refer to the speed of their cars in advertisements. This law has been passed with the hope it would decrease reckless driving.

NEW YORK TRAFFIC.

Twin Tunnels Being Built.

New York.—Another victory is about to be won in an age-old struggle between the greatest of cities and a mighty river.

Big, blustering New York soon will have triumphed once more over the quiet, stubborn Hudson. With the imminent opening of the Holland Vehicular Tunnel to swarming automobiles, Manhattan Island will be linked to the mainland in a manner affording long-sought convenience and rapid movement.

To the Hudson and the harbour at its mouth, New York owes much if not all of its commercial supremacy. But the Hudson, too, has been to blame for certain woes—retarded inter-city traffic, wasted time, rasping of travellers' nerves.

There have been the railway and trolley tubes under the Hudson, to be sure, but more and more are people transporting themselves and their goods by automobile these days.

To motorists, New York has been accessible from the "Jersey side"—and vice versa—only by ferry. That method of crossing the river is slow at best, and during rush traffic hours it is a most unsatisfactory one.

Now twin tunnels under the Hudson are almost ready to accommodate automobile traffic to a maximum of 46,000 cars each 24 hours.

Its new triumph over the river cost the city plenty in men and money. Of the three original engineers of the tunnel project, only one remains alive; to the strain and worry of the struggle the deaths of the others were attributed. Workmen were killed and injured in numbers and nearly fifty millions of dollars and seven long years of time were spent.

But that the city held all this cheap as a price of conquest is evident. It is making equally pretentious plans to strengthen the tie to the mainland with the world's greatest bridge. Work on the bridge starts about the time the tunnel opens.

An epic of engineering, as well as land's triumph over water, was the tunnel's construction. It was started by the sinking of four caissons, two on each shore. From these, working shields started boring toward each other, under the river's bed.

Great steel cylinders, subdivided into chambers containing compressed air, backed the shields. This pressure afforded the "sand hogs" the protection of an aerial bulwark in which they worked in safety while digging and blasting paths for the shields through the rock and muck of the river bottom.

Hydraulic jacks with combined thrust of 6,000 tons moved the shields forward as the tunneling progressed. And as they moved, the twin tubes were constructed behind them, two and a half feet at a time, by means of gaunt cast iron rings of that width, bolted one to the other until mid-river was reached and the out-moving sections joined. Their junction was exact—to the fraction of an inch.

From the downtown New York mouths of the bores to where they debouch upon the tunnel approaches in Jersey City is 9,250 feet, 5,480 of which lie in the river bed itself.

Near the bottom of each tube, a level roadway was laid, one for east-bound, one for west-bound vehicles. Their twenty-foot widths permit two streams of traffic each, one slow-moving, the other fast.

Through these tubes will pass 46,000 vehicles a day, about 16,000,000 a year. And in their very passage lay an obstacle the engineers found quite as difficult to surmount as the barrier presented by the river itself.

How were the exhaust fumes from so many motors to be removed from the tubes fast enough to prevent it affecting drivers and passengers?

Nearly \$3,000,000 was expended in experiments to determine the amount of exhaust gas which would be exuded into the tubes; to measure the monoxide and other poison content of these gases; to ascertain the rapidity and degree of the poison's effect upon human beings.

There ensued a triumph of ventilation. From four pump and power houses situated at the openings, fresh air is to be pumped into the tubes through vents at frequent intervals along the roadways. Vitiated air is to be drawn out through flues in the tunnel ceiling. This at the rate of 3,761,000 cubic feet a minute, fast enough to change all air in the tubes 42 times a minute—and without longitudinal draft.

The three men originally in charge of the tunnel project were Clifford M. Holland, chief engineer; Milton H. Freeman, engineer of construction; Ole Singstad, engineer of design.

Holland and Freeman died while work was in progress. Singstad saw the job through.

In tribute to Holland, the tunnels are named after him.

WANT AUTO INSURANCE.

A committee of judges and lawyers in New York has drafted a report on traffic in which it urges the adoption of compulsory insurance, similar to that in Massachusetts. It also advises creation of a commission to adjust auto accident cases.

CAR OWNERS IN ARMS.

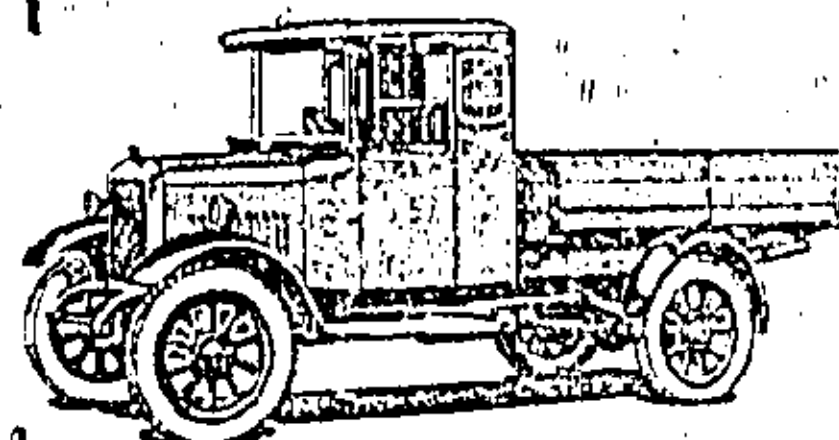
Chicago police are going to stop towing in parked cars, or the "Motorists' Defense League" will go to law about it. They organized when this became such an abused practice by police and towing concerns that many who believed themselves innocent were included in the roundup.

BEAN

Commercial Vehicles will solve your—



TRANSPORT



PROBLEMS

Economically and Reliably

Stocked and Demonstrated by—

Lane, Crawford, Ltd.

IT WENT TO HIS HEAD.

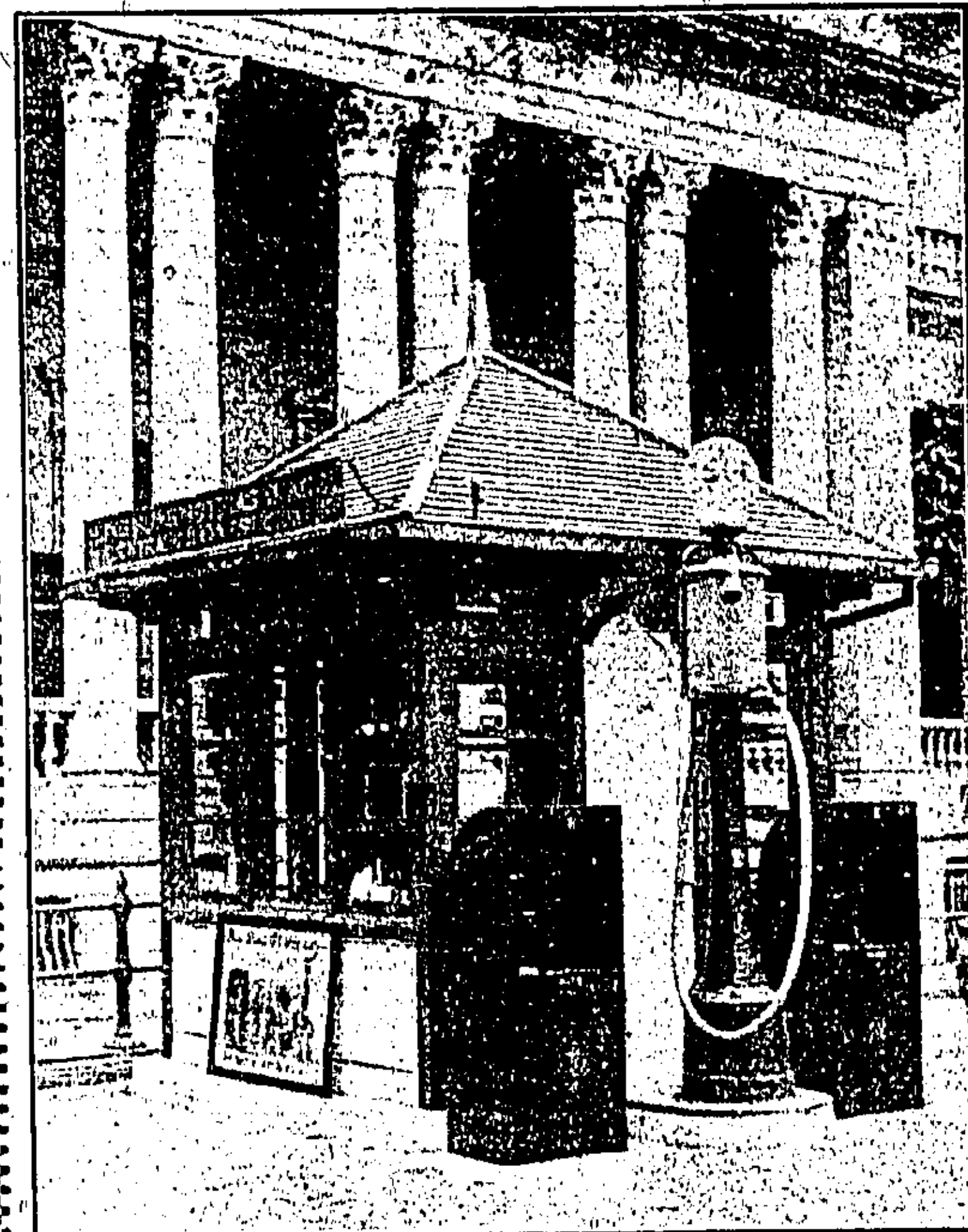
Alex Diamond won a medal for being the most courteous, careful and efficient taxi driver in New York. Shortly after he was arrested for passing a stop signal.

WANT LIFE LICENSE.

Michigan is considering passage of a law providing for perpetual license plates. It would make up the loss in annual license fees by doubling the gasoline tax.

MOTOR SHELL MOTOR SPIRIT OILS

FREE A/R — FREE WATER

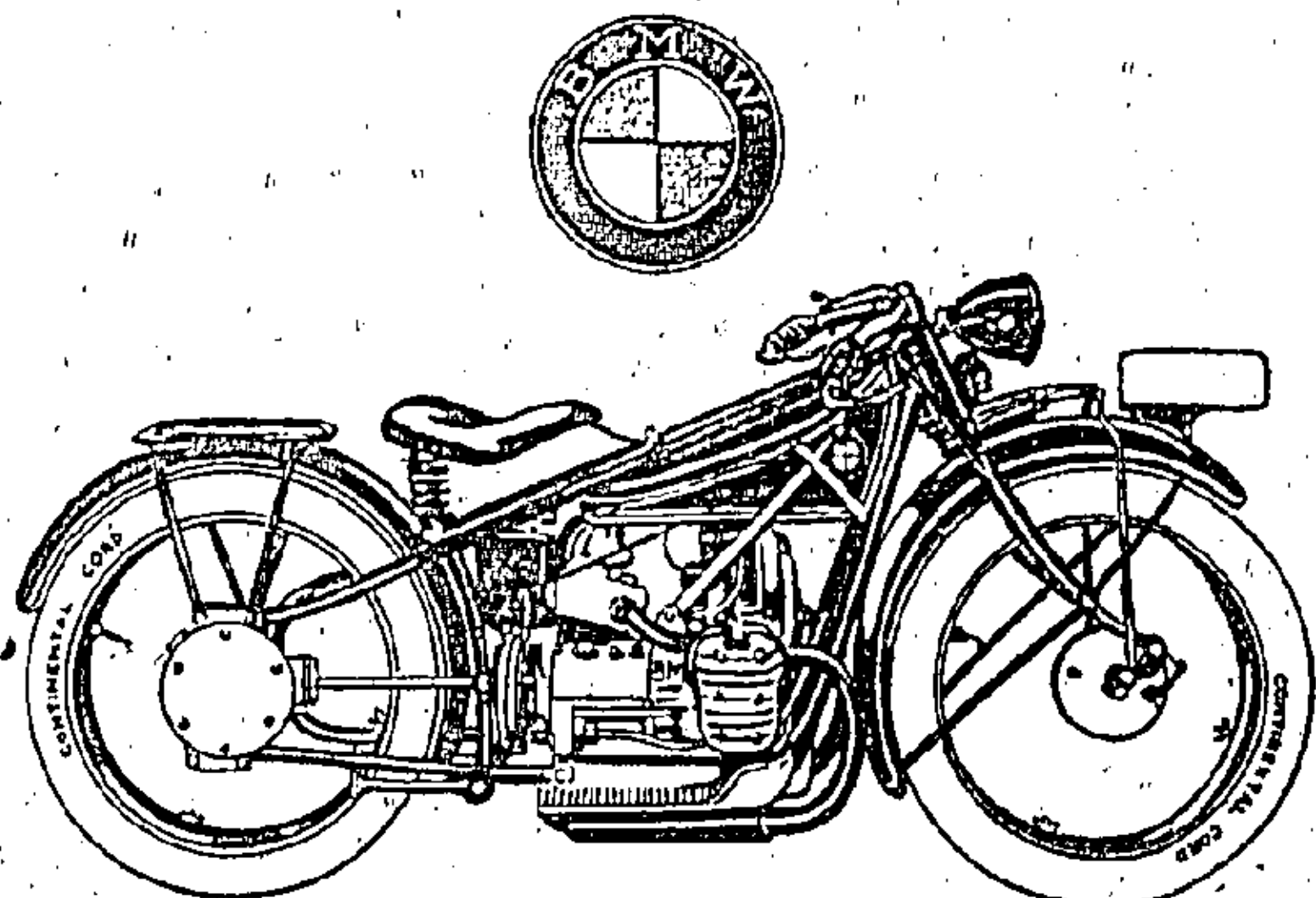


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THE B.M.W. TOURING MOTOR CYCLE

WHICH WON THE ITALIAN TARGA FLORIDA RACE, 1927



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
Rims suitable for normal or balloon tyres.
All gearing effectively enclosed in oil-tight casings.
The universally recognised advantages of shaft-drive.
Bosch head and rear lights—Speedometer—Horn.
All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

REDUCED PRICE H.K. \$830.00

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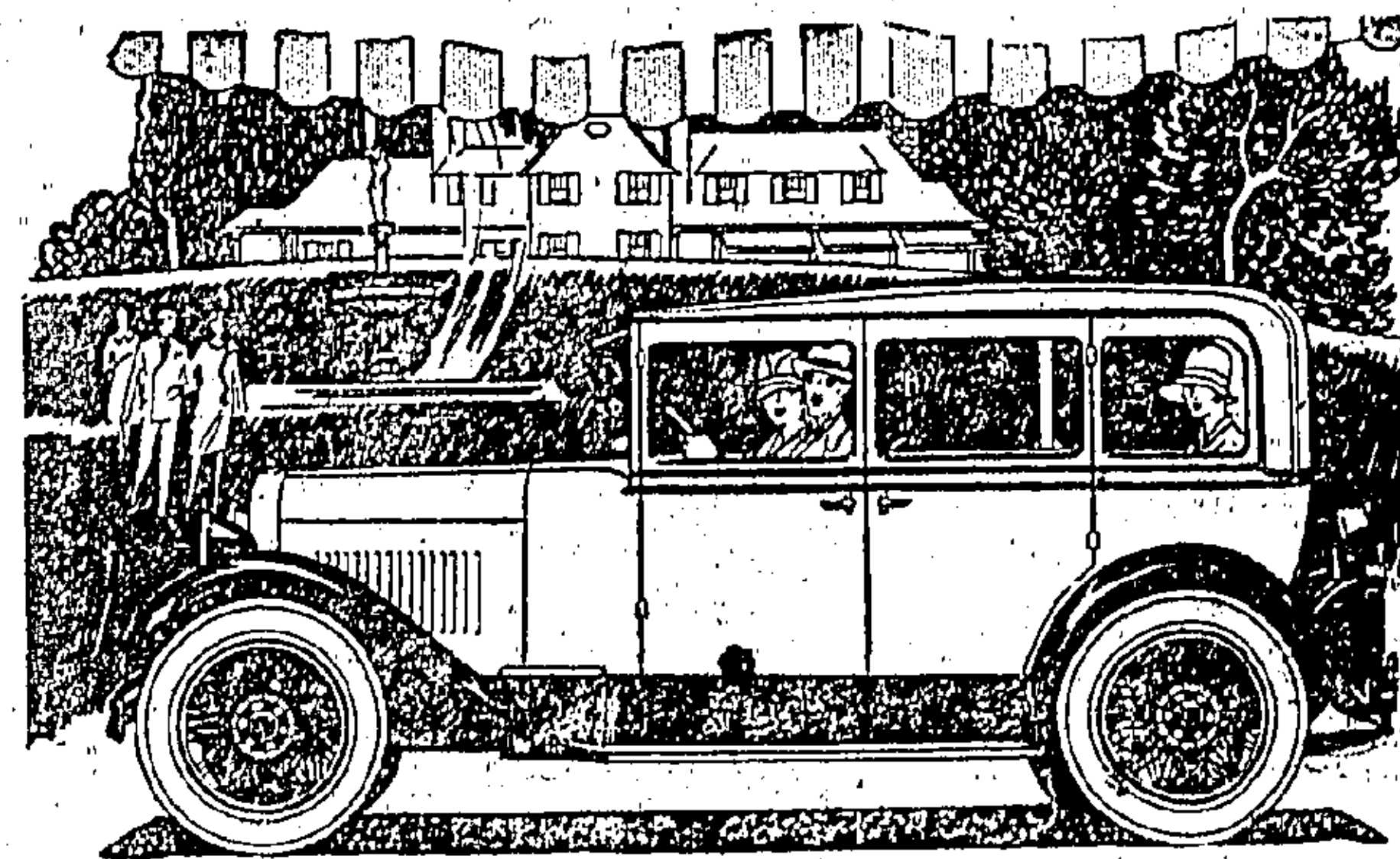
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THE VOLATILE GAS

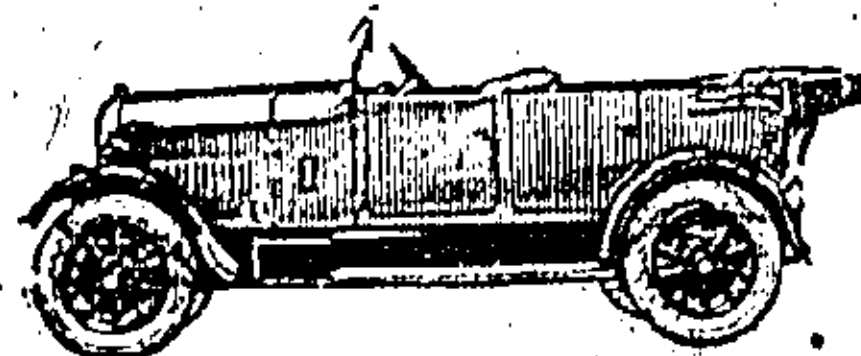
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Bean
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Ask a Bean owner his opinion of this car and he will tell you "A. I." The Bean is built to give unstinted service, built to satisfy the most exacting motorist—built to the design and specification that will instantly recommend itself to you. Let us show you these famous cars and describe their outstanding features.

Front Wheel Brakes and Dunlop Tyres on all Models:

Sole Agents

LANE, CRAWFORD LTD.

DO WE OVER-USE OUR BRAKES?

(By James L. Cunningham in the Morris Owner.)

Does the average car owner drive too much on the brakes? Judging by some of the "fast" drivers to be met with on the road, who dash in and out of the traffic with much gear changing and brake manipulation, there appears to be at least a portion of motorists against whom the accusation can be proved.

There is no doubt that the braking system can be used to obtain a little extra speed when worming a way through slow-moving traffic, but there are a certain number of drivers who make too constant use of the brakes even when on the open road.

When Braking is Necessary.

Here, again, there are points in favour of the intelligent use of the brakes, especially of the hand brake, which can be used to steady a car when taking a corner at speed, and can also be of assistance in making a quick "get-away" when pulling out of a line of traffic in order to overtake.

Nevertheless, there are some drivers who do make immoderate use of their brakes, with consequent wear on the transmission, the tyres and the brake linings.

The real purpose of brakes on a road vehicle is to enable a quick stop to be made in the event of an emergency and in order to keep the speed in check when the descent of a really steep hill is made.

The writer had the good fortune to act as an observer in some very interesting brake tests that were carried out a short time ago, both in London and in the country. Rather they might be termed "brakeless" tests, for the purpose of them was to demonstrate the possibility of driving a car without making use of the brakes at all.

The first test consisted of an attempt to traverse London from north to south without using the brakes. The start was made from Golders Green, and the route lay through Swiss Cottage, Baker Street, Oxford Circus, Piccadilly, Westminster Bridge and Balham, to the finish at Tooting Broadway.

It Can't be Done.

The car was a 1926 model, and the test was entirely successful. An ordinary weekday was chosen for the attempt, the effort being made at 3 p.m., when the traffic in the West End was at its thickest. On twelve occasions the traffic necessitated a dead stop being made, and each time the vehicle was brought to a complete standstill without the brakes being touched.

The method was to change down quickly when a stop appeared inevitable, then to crawl on low gear, and at the correct moment switch off the engine and let the compression bring the car to a standstill. Nine times out of the twelve the driver adroitly switched on again at the last moment and kept the engine running. On the other three occasions (two of which occurred on a slight downhill grade) it was found necessary to resort to the self-starter.

The average schedule of 15 m.p.h. agreed for the test was adhered to with half a minute to spare, which would not be a bad running time in the ordinary way for a car traversing the heart of the West End shopping districts in the middle of the afternoon.

More Audible Warning.

The horn was sounded about double as much as would be necessary under ordinary circumstances, and cross-roads were approached at a lower speed. Otherwise the driving was entirely normal.

The second test was more ambitious, no less than an effort to drive the same car from London to Edinburgh at an average speed of 20 m.p.h. without touching the brakes en route. This attempt failed, but the failure was glorious in its way. The brakes were

utilised on three occasions. The first time was near Grantham, when a racehorse being led along at the side of the road suddenly swung round and lashed out with its hind legs. The second occasion was beyond Wooler, in Northumberland, where a sheep-dog rushed out of a hidden gate and across the narrow road directly in front of the car, which was then doing an easy 35 m.p.h. The third time was in the very outskirts of Edinburgh itself, and was caused through a cyclist skidding in some greasy tramlines and falling off his machine just a few yards in front of us.

Each one of these occasions, it will be observed, was in the nature of a true emergency. Actually, in my role as observer, I formulated an opinion that an accident could have been avoided on the first and third occasions without resorting to the brakes, but an element of risk would have been encountered. In the case of the sheep-dog a violent braking effort appeared to be the sole means of avoiding a canine tragedy.

In detailing at some length the results of these interesting experiments it is not intended to advocate that all car owners should go driving about the country with their gears and engine compression as the only brakes. The purport of the tests recorded was to show how far the gears and compression could be used to pull up a modern car. That was the sole purpose for which they were carried out, apart from the fact that certain sums of money were wagered on the result.

Across the Metropolis.

If, however, it is possible to drive a car across London from north to south without using the brakes, and, furthermore, over 400 miles of main road with only three emergency applications, it does tend to show that some drivers must make immoderate use of them.

Non-motoring novelists still write on occasion that the "car stopped with grinding of brakes"—what ever that may mean. If they have the expression wrong they give the idea right, for many a motorist when stopping draws up with a jerking on of the brakes rather than by taking his foot off the accelerator some little way before he wants to stop and letting the engine compression do the rest.

In the same way many a driver hangs on to top gear in traffic, and hangs on to the brake lever as well, instead of taking the trouble to change into middle and save his transmission and energy.

After acting as observer in the above tests I tried one or two little experiments on my own, especially when descending hills. By putting my car, which has a three-speed gearbox, into middle or low gear, and switching off the ignition, I have succeeded in descending such notorious hills as Countisbury in North Devon, Muswell Hill in London and Sutton Bank in Yorkshire, without having any recourse to the brakes.

To readers who may be fired with the idea of "braking on the transmission"—which is the technical name for this practice—a word of warning may be appropriate.

The sole idea of avoiding continuous use of the brakes is to save wear on tyres and the transmission system, such as is caused by sudden jerks or strains. Slowing up against compression imposes no such strain. When, however, it is necessary to change down to decrease speed the gear change must be made smoothly, at the correct engine speed, and with no jerking of the clutch.

To change from top to middle gear at 30 m.p.h. means using care and judgment, and a good change down at this speed can only be made after practice. Unless a clear change can be made, the wear on the transmission and tyres will assuredly be greater than if the brakes were utilised in the more ordinary fashion.

SONG OF THE STREAMLINED SPORTS

Toomf, Toomf, Toomf, Toomf,
I feel an eager thrilling, though
I'm throttled down, I ache to go;
Unleash my pace,
Display my grace,
And dare the world to pass.
Within my silvered body, slim,
I nurse a power that nought can dim.
It waits the hand
That gives command
To suck great gulps of gas.
Tra-Troomph—tran-n-akh,
Exhaust tone rising to a shriek
I gather speed, a flashing streak;
My two-tone horn
A-hoot with acorn
For humble cars and slow.
And specks that dot the road
Ahead

Come rushing to me, though they
fled
At my approach.
Sedan and coach
But follow where I go.
Hoo. Hop. Hoo-hoo. Hoo-hoo-hoo.
Strong, loud, triumphant is the
song,
I shout to lift my wheels along;
A laughing note,
From copper throat,
A mirth some call, "Uncouth,"
But they've not felt the joyous
urge
To fuse into a motor's surge;
The breathless greed
For greater speed,
My middle name is: "Youth."
FETTER FAN.

BIG PLANS.

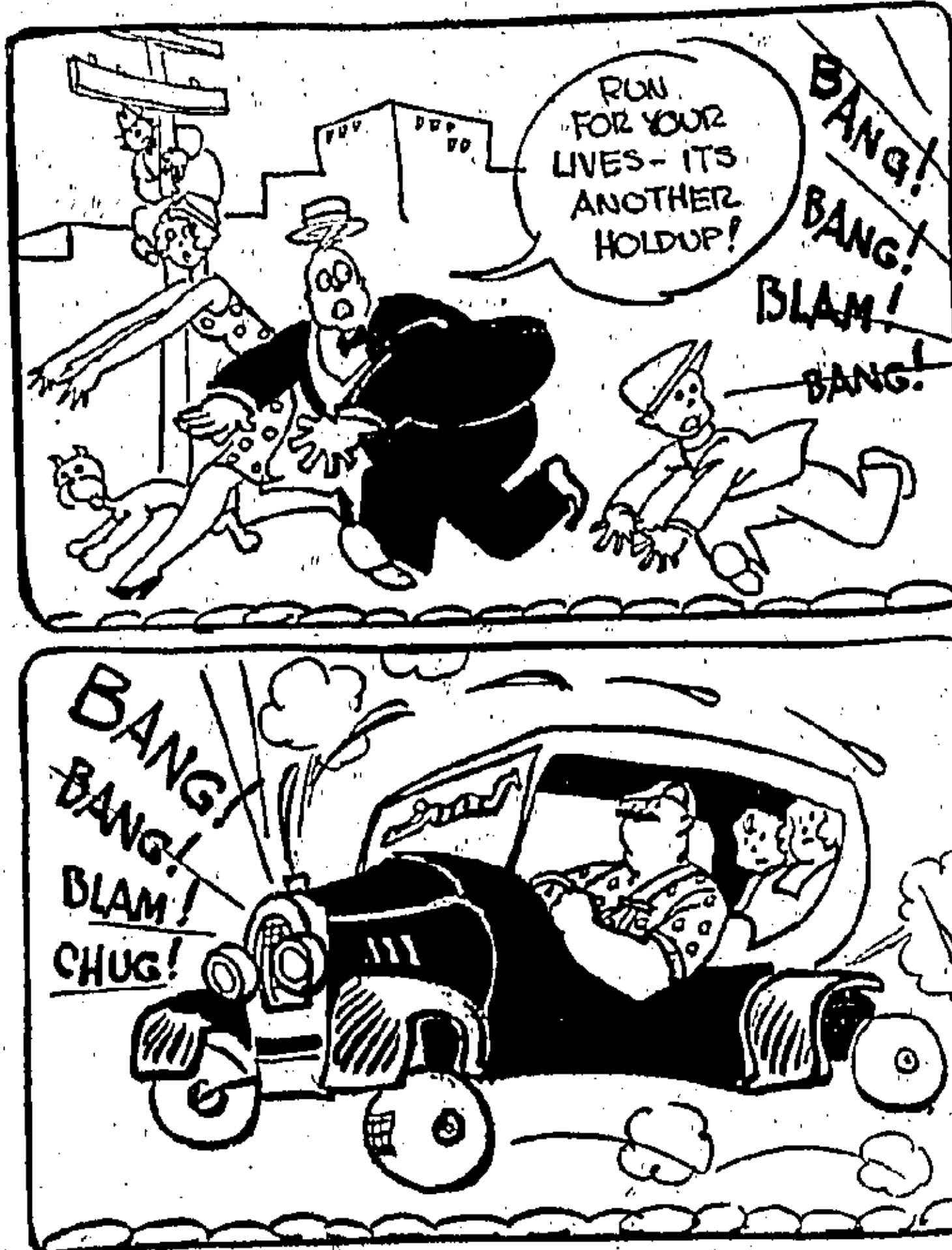
German Roads Scheme.

Now busy building its own cars, Germany is beginning to concentrate on good roads. A programme mapped out by the road authorities contemplates 9,000 miles of improved highways to be built within a few years. These roads will connect every important town and lure motor tourists into the country.

ATOMISES KEROSENE.

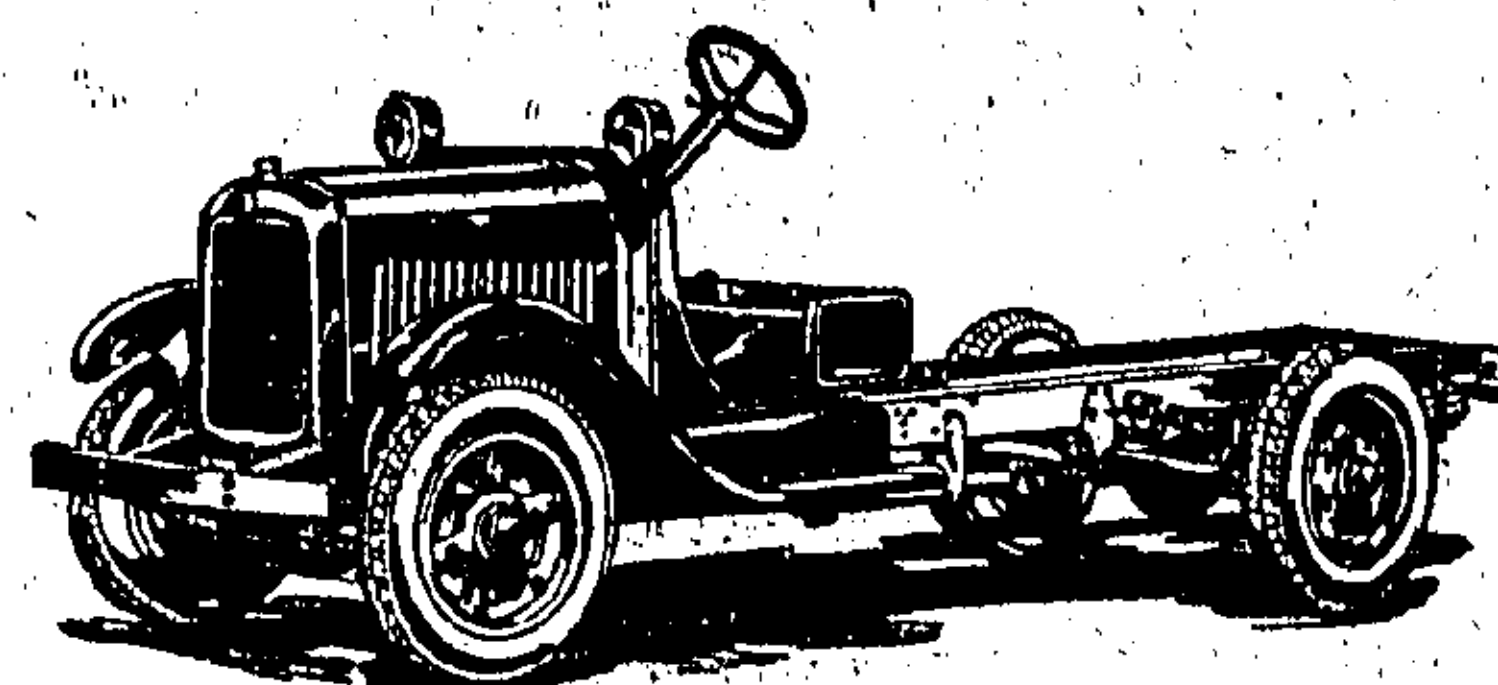
Claimed to make possible the use of kerosene and other fuels with specific gravities higher than petrol, a new carburettor has been constructed by an engineering company in Sweden.

A system of plates in the intake manifold is used to improve the atomising, and tests are reported to have proved that a car can on the fuel at a cost of 2½d for six miles.



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136-inch wheelbase G.\$2,370

150-inch wheelbase 2,450

162-inch wheelbase 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,470

150-inch wheelbase 2,550

162-inch wheelbase 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

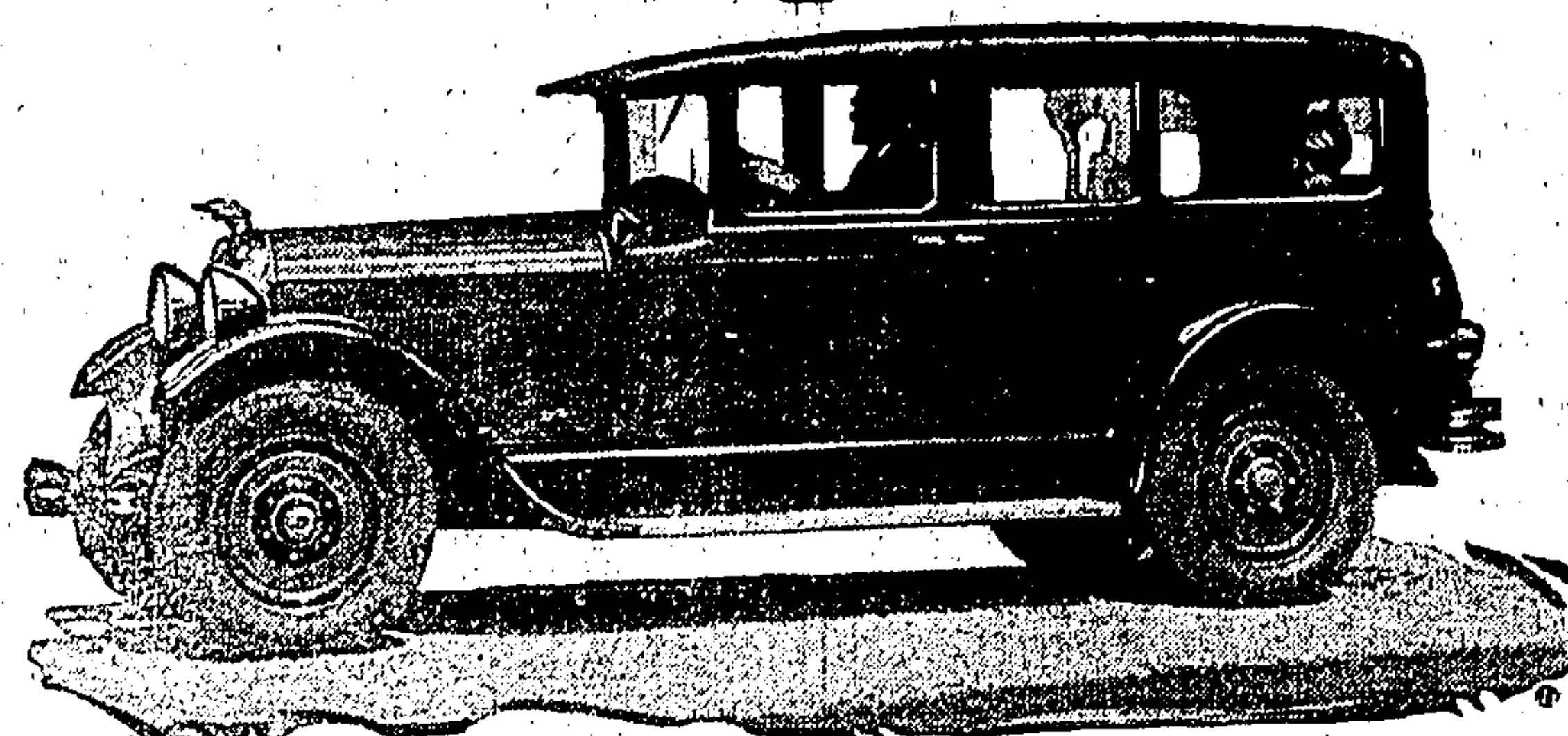
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4-wheel brakes; disc wheels; full-size balloon tires; no-draft ventilating windshield (exclusively Studebaker); oil filter; automatic windshield cleaner; rear vision mirror; rear traffic signal light; cowl lights and two-beam acorn headlights, controlled from steering wheel.

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Sedan (4-dr.) plush	\$1545	\$1575
Sedan (4-dr.) moirai	1735	1675
Victoria	1700	1675
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Coupe, for 4	1755	1675
Roadster, for 4	1485	1425
Duplex Phaeton	1490	1490
Tourer, for 6	1450	1450
Tourer, for 7	1630	1630

The Commander

	WAB	IB
Sedan	\$1940	\$1875
Sedan, Regal	2065	1905
Victoria	1680	1675
Victoria, Regal	2050	1905
Coupe, for 2	1905	1675
Coupe, Regal, for 4	2030	1905
Roadster, for 4	1835	1835

The President

	WAB	IB
Sedan, for 7	\$2675	\$2435
Tourer, for 7	2220	2220
Limousine	2625	2700

Erskine Six

	WAB	IB
Custom Sedan	\$1300	\$1250
Sport Coupe, for 4	1300	1250
Coupe, for 2	1240	1200
Sport Roadster	1300	1200
Tourer	1240	1150

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THE REAL TRADE UNIONISM.

MUCH CONFUSION OF THOUGHT.

The 1927 Trade Union Congress will debate the craft versus industrial union problem. The 1924 Congress carried a resolution in favour of organisation by industry instead of by craft, and instructed the General Council to draw up a scheme. The Council found the matter beset with difficulties, and eventually handed the subject over to a special organisation committee, writes a correspondent to a Home paper.

After long deliberation the committee could only suggest an inquiry—"a complete survey of the trade union movement on its organisation side." Reports to and debates at the 1925 and 1926 Congresses showed no real progress. What will the 1927 Congress show or do in this matter?

There is so much confusion of thought that one may be pardoned for saying that many trade unionists do not know the meaning of real Trade Unionism. The advocates of industrial unionism seem mistaken and befogged. Organisation by industry would be an outrage on real Trade Unionism, which can be nothing but organisation by craft.

A Bad Idea.

The idea of the Miners' Federation that all workers in and about the mines ought to be in a miners' union, the idea of the Railwaymen's Union that engine wagon builders should be grouped with traffic men, is not good.

It is not in the interests of engineers, electricians, joiners, and bricklayers that they should leave their craft unions and join those of the miners or railwaymen if and when they are employed by colliery or railway companies.

The industrial union idea is causing much ill-feeling, and threatens to deprive many trade unionists of benefits paid for. Take the Miners' Federation claim that all the colliery craftsmen shall be members of miners' unions affiliated to the Federation.

This means that a joiner, for example, who secures employment at a pit, making or repairing trucks, is to leave his craft union, surrender his benefits, and become a miner in the trade union sense.

This is not true Trade Unionism. The man is as much a joiner whilst working for a colliery company as when employed by a house builder. Besides, what is to be the position of the joiner if, some time afterwards, he goes back to the building trade? An engineer does not cease to be an engineer and become a collier when he leaves a shipyard and gets employment at a mine.

Hard on the Man.

Under a scheme of industrial unionism the skilled men would not be properly understood in the branches, or properly represented in the conference room, and there would be endless confusion when men changed their employers.

On the railways the bulking of mechanics and clerks with traffic manipulators would be folly from a Trade Union point of view. Either the craftsmen in the shops would have to lose their identity and status or the traffic men would be embroiled in every trifling workshop dispute.

We might as well bulk sanitary engineers, tramwaymen, and rubbish destructor men all in one union because they happen to be employed by the same Corporation.

In view of the facts of the situation, all well known to intelligent Trade Unionists, it may be asked why this industrial versus craft union controversy is kept so much alive.

No wonder so many Trade Union funds are low, and aged members are losing their super-annuation benefits. Let us have real Trade Unionism and less agitation.



What's the use of being young if you have to go to bed at 9 to keep your youth?

TEACHING OF RELIGION.

WHY SOME HEADMASTERS HAVE DOUBTS.

Criticism of the system of religious teaching in British schools was made by Mr. R. R. Henderson, Headmaster of Alcey's School, Dulwich in a speech at the Modern Churchmen's Conference, at Bournville, Birmingham, recently.

"Religious instruction," he said, "is thrust into the background and ignored. Many schoolmasters in day schools—though their number is probably decreasing—are definitely hostile to the Christianity which has been presented to them; some are frankly indifferent, but the great majority are neither one way nor the other—they are themselves so much puzzled by the present religious outlook that they seize any respectable excuse for throwing on to the parents the responsibility for training the boys."

"The crux of the matter is that the schoolmaster is in a state of doubt, and he has reason for it. Not a few schoolmasters are under the impression that if they undertake the teaching of Divinity they will be expected to believe that God sent down fire on innocent soldiers at the request of a blood-thirsty prophet." (Laughter).

Dr. E. J. Martin, Vicar of St. John's, Rastrick, Yorkshire, said the hymnbook was the finest instrument the teacher had—and the most dangerous. Bad hymns had been the bane of English religion. Far too many hymnbooks might aptly have for their motto Browning's lines:

With the slothful, with the mawkish, the unmanly,
Like the aimless, helpless, hopeless did I drivel.

(Laughter). It was a tragedy that in the very field where children were most willing learners they should be sub-consciously poisoned with the trivial and the false.

A swarm of bees went to market at Market Drayton and made straight for the street confectionery stalls. Particular preference was shown for one labelled "Homemade sweets." No business was done all day, the only transaction being the handing of a bagful of bees to a beekeeper desirous of starting a hive of his own.

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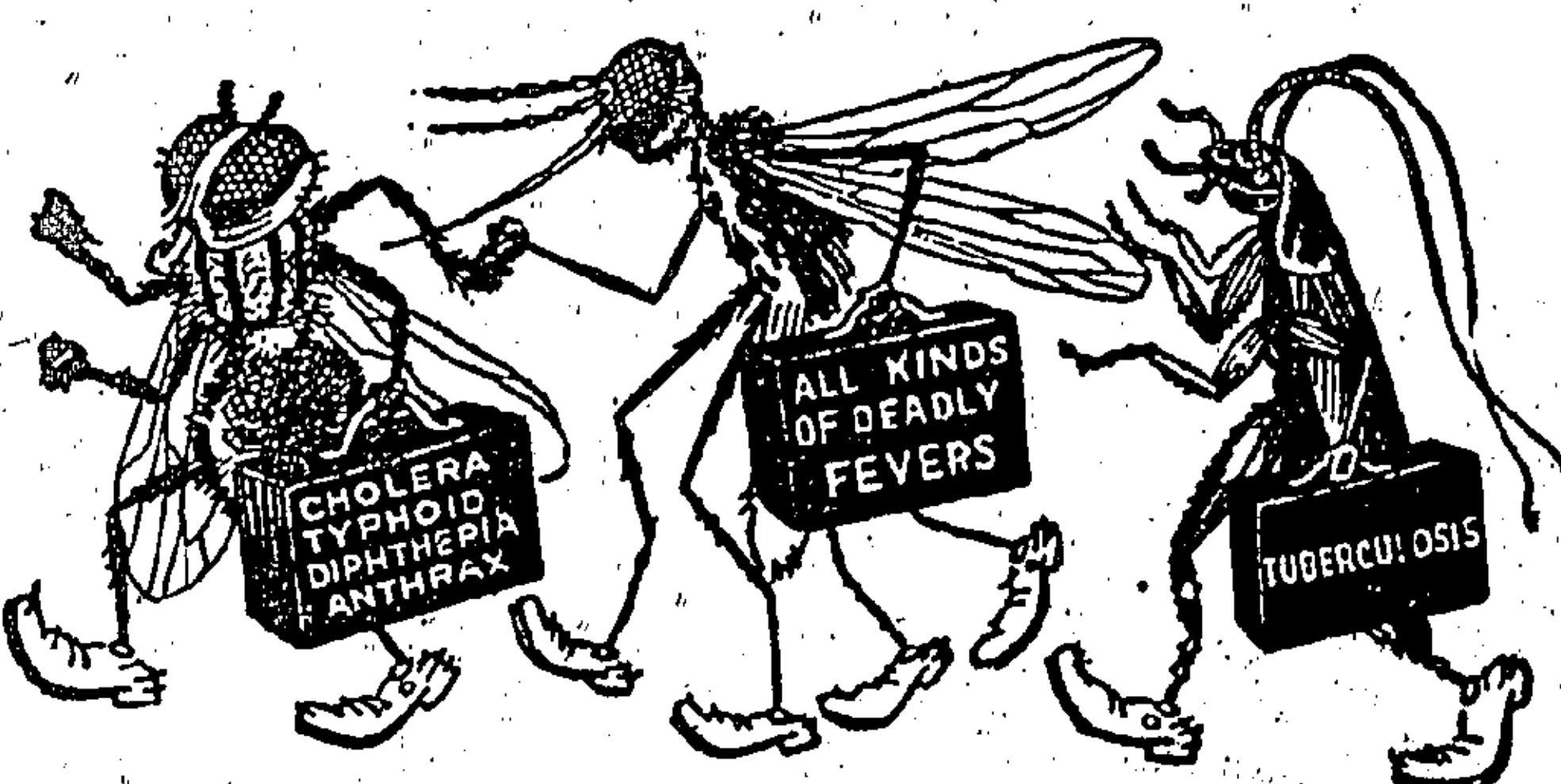
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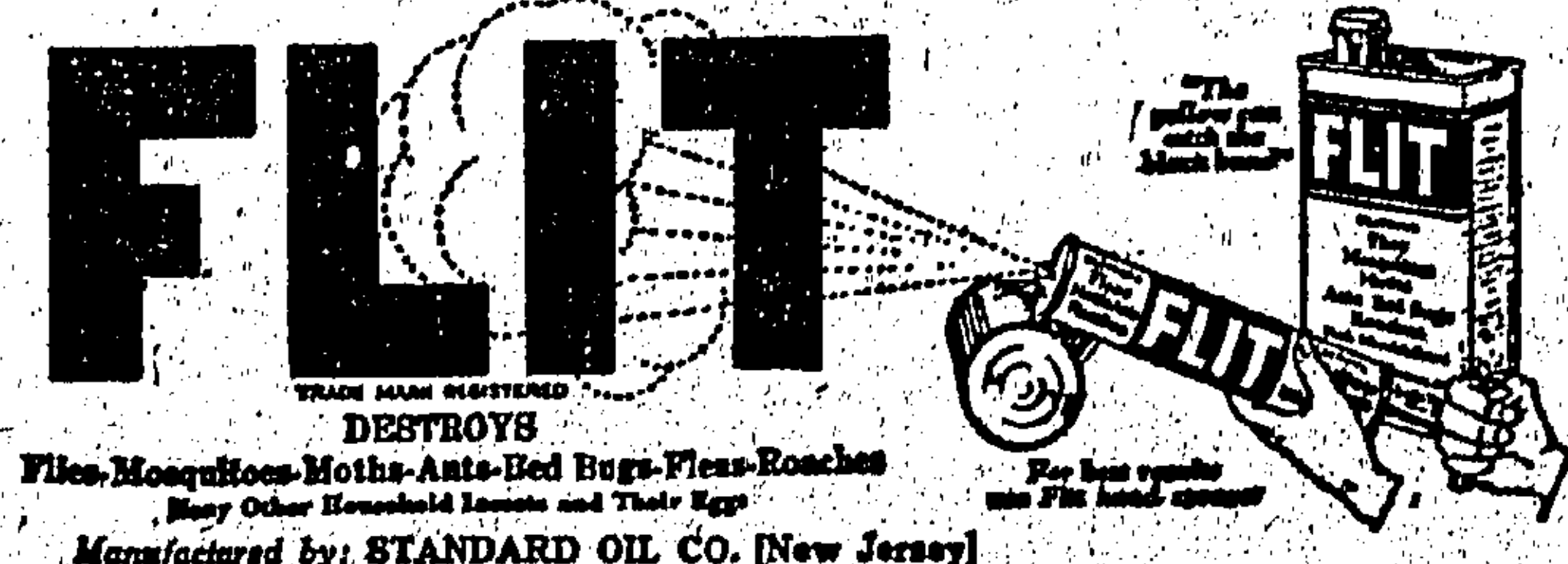
THESE tiny pests are more dangerous to our health and well being than an invading army. Insects steal on us unawares carrying disease and death to everyone in the family including the infant in arms. The fly brings cholera, typhoid, tuberculosis, infantile paralysis; the mosquito all kinds of deadly fevers; the bedbug carries germs from one person to another.

minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

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The Very Idea!

Two Scotsmen got acquainted on a certain racecourse. During the course of conversation one said to the other, "Would you like to be back a winner?" "Aye," returned the other, and handed over a pound note. The first went away to put the money on. Presently he came rushing back. The horse had won at ten to one.

Extracting the £1 from his notecase, he passed one across to the other Scot. "But I gie ye the pound," began the latter. The other stopped him with a glare. "Man," he exclaimed bitterly, "d'ye no realise that if it hadn't been for me ye'd have lost yer pound?"

Much to the consternation of some of the oldest residents, picturesque Garscadden, Scotland, is to be demolished. The county council decided some time ago that the houses were beyond repair, and allocated about 100 houses in the new Duntocher scheme to the tenants. Removal notices are being served on Garscadden families as the new houses become ready for occupancy. Garscadden, until a little more than twenty years ago, was a thriving mining village, and is composed of five typical "miner's rows," comprising 105 houses of one, two and three apartments. There is a sharp division of opinion among the villagers over the action of the county council.

Mr. Cairns, the magistrate at Thames Police Court, yesterday, said to a man who complained of the harsh demands made on him by a moneylender:

"The next time you want adventure, go to the Zoo and enter the tiger's cage. It will be safer than falling into the hands of moneylenders."

The man said that the moneylenders wanted to distract on goods, which were not his, as they had been obtained on the hire system.

Mr. Cairns led the hire-purchase people to deal with them. They will be able to hold their own against moneylenders.

Choir Boy—"What made you give up singing in the choir?" Former colleague—"I was absent on Sunday, and someone asked if the organ had been mended."

The great bulk of people in this country to-day are living beyond their means.—Judge Crawford.

Britain has become the rubbish heap and burial ground for old and incompetent foreign artists.—Sir Thomas Beecham.

There can be no appreciable reduction in taxation unless we abandon the principle of State charity.—Mr. Lennox B. Lee.

Princess Elizabeth is attracting more general attention than any other royal baby has ever received. Already this eighteen-month-old baby has become a person of affairs.

Hundreds of letters have reached the Duchess of York asking that the princess should attend various public functions, such as the opening of bazars, town halls, hospitals, etc. Some of these letters have been directed to the princess herself.

At eighteen months of age very little was heard of the Prince of Wales. He received his first invitation to keep a public engagement (it came from Birmingham) when he was fourteen, and it was declined. Little or nothing appeared in the press concerning King George until he was fifteen.

But the baby princess already has achieved a new value, and she is constantly being photographed, to such an extent, indeed, that it has been decided to start a press-cutting book for her. A press-cutting book for the Prince of Wales was not started until he was ten years old, and the wide notice the Prince was attracting in the press at so young an age was considered at the time a very remarkable thing. The Prince of Wales's collection of press cuttings is now probably the largest concerning any one individual in the world. But this baby niece threatens in this respect to beat her uncle's record.

So extensive has the correspondence of the Princess Elizabeth become that it has become necessary for the Duchess of York to have a second lady-in-waiting whose whole time is taken up with attending to the letters and affairs of the baby princess.

A gentleman whose weight was over 20 stones took up golf as a reducing medium.

One day a friend met him and asked him how he was getting on with his new pastime. He replied he had given it up.

When he placed the ball where he could see it he could not hit it, and when he placed the ball where he could hit it he could not see it.

The Health bulletin of Eastern Ports for last week, issued by the Principal Civil Medical Officer, gives the following cases, the figures in parenthesis being deaths: Plague, Bassein 1 (1), Rangoon 4 (4), Bombay 2 (2), Bangkok 1 (1); Cholera, Bassein 1 (1), Madras (3), Rangoon 1 (1), Bangkok 2, Saigon 7, Laurence-Marquet (1), Shanghai (2), Amoy 4, Chen Wang Tao 6; Small-pox, Bombay 2, Madras 1, Negapatnam 1 (1), Rangoon 8 (1), Bandjermasin 6 (1), Moit 1.



Perhaps the largest football crowd ever seen in Hongkong witnessed Monday's match in which the Chinese easily defeated a civilian team by four goals to nil. It was a Chinese holiday in more senses than one. (Photo: Ming Yuen).

REGISTRATION OF DOCTORS.

LOCAL ORDINANCE TO BE AMENDED.

A LENGTHY BILL.

The latest issue of the Government Gazette contains the draft of a Bill which it is intended shortly to introduce into the Legislative Council with the object of amending the Medical Registration Ordinance of 1884.

The Bill, which is a lengthy one, is explained in the "Objects and Reasons," which states, *inter alia*:

"The main objects of this Ordinance are as follows:

(a) to deal with the powers and procedure of the Medical Board;

(b) to deal with the appeal to the Governor in Council;

(c) to transfer the medical register from the Colonial Secretary to the Principal Civil Medical Officer and

(d) to exempt the professor of the Faculty of Medicine of the University of Hongkong from the necessity for registration.

The chief criticism of those provisions of the principal Ordinance which refer to the Medical Board and the Governor in Council are the following:

(a) Sections 14 and 18 seem inconsistent, because section 14 gives the Colonial Secretary power to strike off the register, if he thinks fit, while section 18 provides that all questions respecting the liability of any person to be struck off the register shall be decided by the Medical Board, subject only to an appeal to the Governor in Council.

(b) Section 14 provides no appeal from the striking off by the Colonial Secretary. The general intention of section 18 seems to be to give an appeal to the Governor in Council from a striking off, but the appeal given by section 18 is only an appeal from the Medical Board.

(c) It is doubtful whether there is any power to strike off an unqualified person who obtained registration by fraud, unless he has been convicted of that offence, and the conviction may be impossible owing to his absence from the Colony.

(d) The Medical Board has no express power to publish the proceedings or the result of any inquiry held by it.

(e) The Medical Board has no express power to publish the proceedings or the result of any inquiry held by it.

(f) There is no provision as to the limit of time for appeal to the Governor in Council or for the procedure on such appeal.

The new features in the new section 14 are as follows:

The Medical Board is given power to censure.

It seems obvious that this power might be of great use in keeping up the standard of the profession, as a case might clearly call for censure but not for striking off.

Section 14 of the principal Ordinance gives power to strike off a registered practitioner who has been "convicted of any felony or misdemeanour." The meaning of the term "misdemeanour" is not quite clear. Some authorities, (e.g., Russell) treat it as including all offences below the rank of felony, while others, (e.g., Halsbury and Kenny) regard it as applying only to indictable offences below the rank of felony. If the latter is the wider meaning, the expression "felony or misdemeanour" includes all offences, except, perhaps, piracy *jure gentium*, and there seems to be no reason why the single word "offences" should not be used instead. If on the other hand, the term "misdemeanour" does not include offences punishable only on

GET NEXT MONDAY'S "TELEGRAPH."

DON'T MISS OUR SERIAL STORY.

Next Monday's issue will contain the first instalment of our new serial by R. A. J. Walling, entitled "The Merafield Mystery," which has been specially secured by us for exclusive publication in this part of the world.

The author, Mr. Walling, has been for many years one of the best-known West Country journalists, his starting his career as a reporter on the *Western Daily Mercury*, Plymouth. He rose to the position of a Director of the Western Newspaper Company, but has, in the interim, held many interesting appointments in the English journalistic world. He has written much travel reading and has been a keen student of West Country lore and folk tales.

Since the war, in which he served with distinction, he has turned more to fiction writing and has earned a high place among contemporary writers of light fiction, combining his wide and racy experience with an appealing style. "The Merafield Mystery" is a West Country tale and is calculated to hold keen interest throughout.

Be sure of getting a copy of the *Telegraph* on Monday.

A very distinguished gentleman, Colonel J. Ricardo Seminario y A., Inspector of Peruvian Consulates, sailed from Hongkong for Europe via Suez on the s.s. President Wilson on Tuesday.

Colonel J. Ricardo Seminario y A. travelled extensively in Japan and North China before coming to Hongkong and after a two weeks' stay in this Colony proceeded on his trip around the world, for the purpose of studying the conditions at the various ports en route.

In framing their recommendations, the committee have to bear in mind that the principle of ultimate creation of a colonial scientific and research service has been approved by the Colonial Office Conference, and that specific proposals for the formation of agricultural, scientific and research services for non-self-governing dependencies, with which the veterinary service must necessarily maintain close liaison, are now being framed.

The committee includes Lord Lovat, as chairman, the Hon. W. G. A. Ormsby-Gore, Under Secretary for the Colonies, and Sir Arnold Theiler, Professor Buxton, Professor Leiper, and other veterinary experts.—*British Wire-Press*.

The Medical Board is given direct power to strike off, subject of course to an appeal to the Governor. The section in the principal Ordinance merely provides for a report from the Medical Board to the Colonial Secretary.

The Medical Board is expressly given the right to publish the result of any inquiry held under this section, either with or without an account of the proceedings. Without express statutory power publication of a censure or of the proceedings at an inquiry might conceivably lay the members of the Board open to a claim for damages for libel.

Section 9 of this Ordinance increases the maximum penalty for an offence under section 17 of the principal Ordinance to \$1,000 and six months' imprisonment. The maximum penalty in the principal Ordinance is \$100. This seems much too small for such an offence as wilfully and falsely using a title implying a qualification to practise medicine or surgery.

The new section 18 which is inserted in the principal Ordinance by section 10 of this Ordinance deals solely with the question of appeal to the Governor in Council.

Section 11 of this Ordinance provides that all professors of the Faculty of Medicine of the University of Hongkong shall be deemed to be registered practitioners. It is understood that those professors are entitled by the terms of their agreements with the University to practise as consultants.

VETERINARY REFORM IN COLONIES.

COMMITTEE OF ENQUIRY APPOINTED.

SERVICE AND RESEARCH.

London, Oct. 14.

The Colonial Secretary has appointed a Committee to enquire into the organisation and efficiency of the Colonial Veterinary Services and to make suggestions for increased efficiency with regard to research and administration in the non-self-governing Dependencies as financial considerations permit.

The Chairman of the Committee is Lord Lovat and members include Mr. Ormsby Gore, Sir Arnold Theiler and Professor R. T. Leiper.—*Reuter*.

Scientific Research Plan.

London, Oct. 14.

The Colonial Secretary has appointed a committee to enquire into the organisation of the colonial veterinary services, and to make suggestions for increasing their efficiency.

Questions to be considered will embrace recruitment and training of veterinary officers, their conditions of service, the organisation of research and intelligence, and the setting up and support of any institutions required.

In framing their recommendations, the committee have to bear in mind that the principle of ultimate creation of a colonial scientific and research service has been approved by the Colonial Office Conference, and that specific proposals for the formation of agricultural, scientific and research services for non-self-governing dependencies, with which the veterinary service must necessarily maintain close liaison, are now being framed.

The committee includes Lord Lovat, as chairman, the Hon. W. G. A. Ormsby-Gore, Under Secretary for the Colonies, and Sir Arnold Theiler, Professor Buxton, Professor Leiper, and other veterinary experts.—*British Wire-Press*.

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PUBLIC LOANS.

NEW BILL AFFECTING SINKING FUNDS.

The Government intends, shortly to introduce into the Legislative Council a Bill for the purpose of amending the General Loan Inscribed Stock Ordinance of 1913.

The draft of the Bill is published in the Government Gazette and in the "Objects and Reasons" it is explained that this Ordinance will amend the General Loan and Inscribed Stock Ordinance, 1913, so as to render it possible to discontinue contributions to the sinking fund of any particular loan issued under the provisions of that Ordinance when the sinking fund has become potentially full, i.e., when it is clear that the value of the fund, with further accumulations of interest, will be sufficient to enable the loan to be redeemed at the proper time. It is obviously unnecessary to continue contributing to the sinking fund in such a case.

While it is obviously unnecessary to continue contributions to a sinking fund after the fund has become potentially full, it may be desirable to continue the contributions. Where a loan is redeemable on a fixed date without option of earlier redemption, it is clearly advantageous to discontinue contributions so soon as the fund is potentially full. Where, however, as more usually happens, the Government has the option of earlier redemption the question of whether it would be advantageous to continue the contributions turns mainly upon a comparison between the rate of interest borne by the loan and the rate of interest currently obtainable on the class of investments composing the sinking fund. If the former is higher, it would be better to let the fund accumulate and pay off the loan so soon as possible. If on the other hand it is lower, the more profitable course is to discontinue the contributions as soon as the fund is potentially full.

The power to discontinue contributions to the sinking fund will not apply to debenture loans redeemable by annual drawings or by purchase in the market, because in the case of such loans the contributions to the sinking fund may under the principal Ordinance be used for redemption by annual drawings or by purchase.

It was unnecessary to make the provisions of this Ordinance apply to the Public Works Loan Ordinance, 1927, which has just become law, because in the case of that loan the fund will not become potentially full in five years, and after five years there will be an unlimited power of redemption by purchase or by drawings.

It was unnecessary to make the provisions of this Ordinance apply to the Public Works Loan Ordinance, 1927, which has just become law, because in the case of that loan the fund will not become potentially full in five years, and after five years there will be an unlimited power of redemption by purchase or by drawings.

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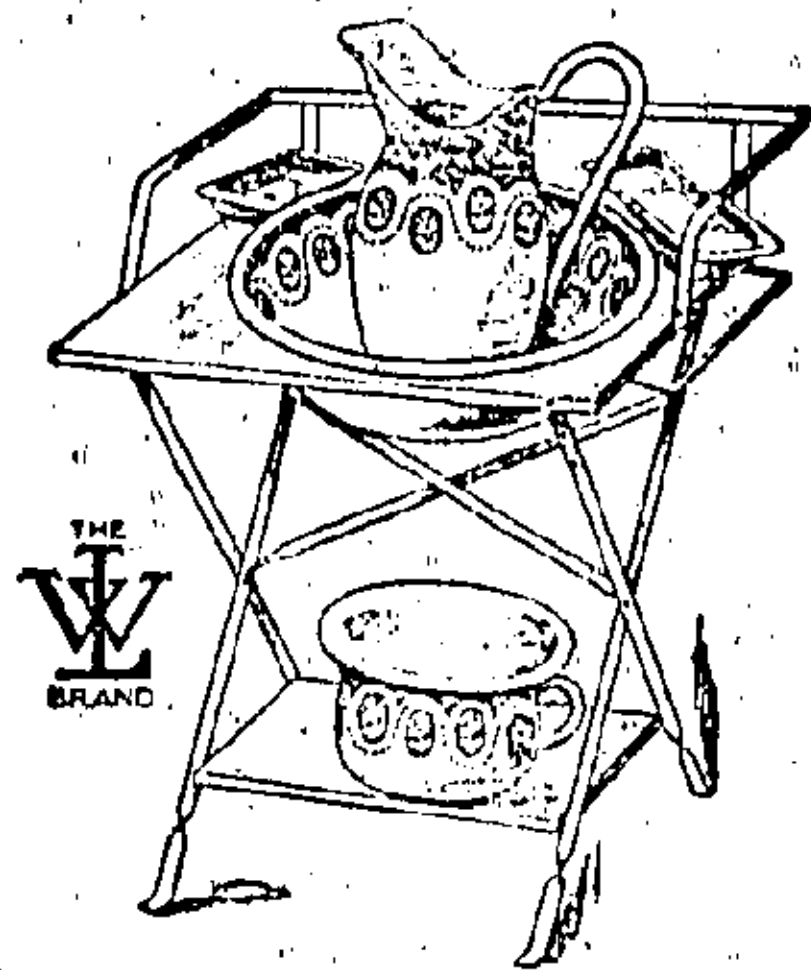
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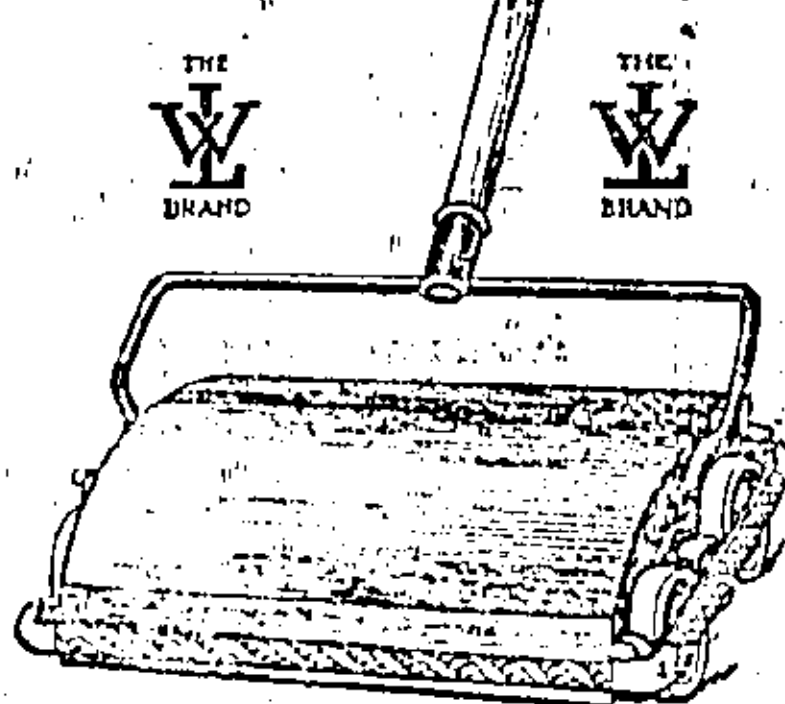
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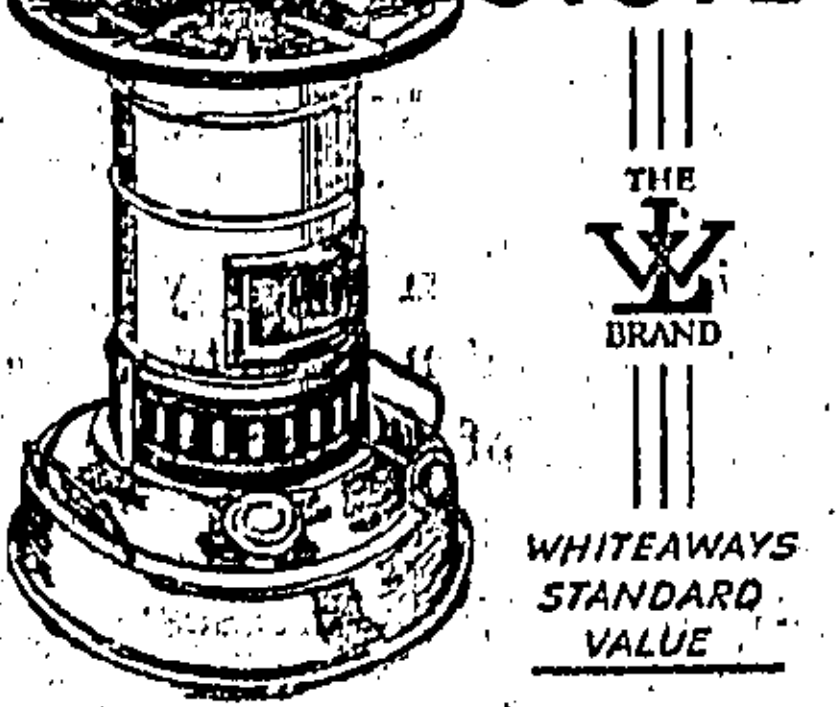
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SCOTTISH SPORTS

K.O.S.B.'S WIN KEEN CONTEST.

The enthusiasm with which the three Scottish regiments stationed in the Colony responded to the invitation of the Hongkong St. Andrew's Society to an "At Home" consisting of sports and highland games and dancing, must have been highly gratifying to the officials who devoted so much time to make the function a success.

Over a thousand spectators occupied the gaily decorated stands watching the well-varied proceedings, including Major-Gen. C. C. Lund, Mr. and Mrs. D. Templeton, Mr. A. K. Henderson, Col. L. J. Comyn, and officers of the regiments.

The sports were keenly contested and the King's Own Scottish Borderers won the Aggregate Cup by a narrow margin of points only, from the Cameronians (Scottish Rifles), the latter's representatives running particularly well in the Mile Relay Race, which was exceptionally fast, although unfortunately the time was not taken.

The typically Scottish part of the programme, the Highland Fling, Sword Dance, and the bagpipe competitions gave the judges a most severe task, the skill of the performers maintaining a very high average.

Mrs. Templeton Presents Prizes.

When the sports had concluded with an exciting five-a-side football match, the prizes were presented by Mrs. D. Templeton, wife of the Chairman of St. Andrew's Society. Mrs. Templeton was afterwards presented by little Miss Kathleen McTavish, with a bouquet of roses in a silver vase.

Mr. D. Templeton, in the course of a brief speech, said they had come to the end of a perfect day. It had been a great pleasure for the Society to have the troops with them in such enjoyable circumstances, and he hoped that the day would be remembered by those who took part long after they had left these shores for some other part of the vast British Empire.

The officials of the St. Andrew's Society had found great pleasure in doing something to make the lot of the Scottish regiments in the Colony a lighter one, and he ought to mention one man who stood out above all others in the organisation of the "At Home," Mr. H. M. McTavish. (Applause.)

Mr. Templeton, continuing, said that he would like to take the opportunity of thanking Mr. McTavish on behalf of the Society. They were all deeply grateful.

The St. Andrew's Society had just tried to make life a little pleasanter for the troops, and he trusted that would leave Hongkong with a good impression. (Applause.)

Thanks of all Ranks.

Replying on behalf of the three regiments, Col. Comyn, commanding officer of the K. O. S. B., said he desired to express the thanks of all ranks to the members of St. Andrew's Society. It was a very kind thought and generous idea to give the sports and highland games which they had witnessed, and the regiments owed a deep debt of gratitude to all who had taken part in the organisation.

As regards the Aggregate Cup won by his regiment, the King's Own Scottish Borderers, they would keep it as one of their most treasured possessions. (Applause.)

Everyone had spent a most enjoyable afternoon, but it was only one of the many kindnesses they had received since their arrival in Hongkong, and when they were able to leave, they would go with happy memories of that day and many others. (Applause.)

The Results.

The full results are appended:
100 Yards:—Pte. 36 King (K. O. S. B.) 1; Corpl. McGill (K. O. S. B.) 2; Rfn. Horsfield (S. R.) 3. Time 10 4-5th secs.

Boys' Race:—Walter Fitz Earl, 1; Brian Wilson 2; Laurence Crossan 3. 860 Yards:—Rfn. Cook (S. R.) 1; Pte. 36 King (K. O. S. B.) 2; Pte. Cranston (K. O. S. B.) 3. Time 2 min. 44 2-5th secs.

High Jump:—L/C. Walsh (S. R.) 1; L/C. Kidd (K. O. S. B.) 2; Rfn. Turnbull (S. R.) 3. Height: 5 feet 2 1/2 inches.

Putting the Shot:—Gdsman McLean (S. G.) 34 ft. 9 inches; Lieut. Milburn (S. G.) 34 feet 7 inches; Corporal George (Scotts Gds) 31 feet 6 inches.

Girls' Race:—Margaret Mackie 1; Maud Sore 2; Annie Wright 3. 220 Yards:—Corpl. McGill (K. O. S. B.) 1; Pte. 36 King (K. O. S. B.) 2; L/C. Watson (S. R.) 3. Time: 23 4-5th secs.

Ladies Race:—Mrs. Mackie 1; Mrs. Sore 2; Mrs. Douglas 3. One Mile:—Rfn. Cook (S. R.) 1; Pte. Cranston (K. O. S. B.) 2; L/C. Atherton (K. O. S. B.) 3. Time: 4 min. 50 secs.

Sack Race:—Gdsman Ramay (S. G.) 1; Gdsman Young (S. G.) 2; L/C. Forrester (S. R.) 3. 40 Yards:—L/C. Walsh (S. R.) 1; Capt. Robertson (S. G.) 2; Corpl. Macdonald (K. O. S. B.) 3. Time: 50 2-5th secs.

Three Legged Race:—Cpl. Lowman and Gdsman Roger 1; L/C. Benjamin and L/C. Tracey 2.

Bag pipe Playing (March):—Piper McDougall (K. O. S. B.) 1; L/Sgt. McDonnell (S. G.) 2; Piper Slattery (K. O. S. B.) 3.

Bag pipe Playing (Strathgry and Reel):—Corpl. McLean (S. G.) 1; Piper Slattery (K. O. S. B.) 2; Piper Burns (S. G.) 3.

Obstacle Race:—Corpl. Allorn (S. R.) 1; Cpl. Gibson (S. R.) 2; Pte. Little (K. O. S. B.) 3. Mile Relay Race:—Scottish Rifles 1; King's Own Scottish Borderers 2; Scots Guards 3.

Sword Dance:—Cpl. McLean 1; Piper Yates 2; Piper Burns 3. Highland Fling:—Piper Taylor 1; Corpl. Burns 2; Cpl. Young 3.

THE ANNUAL RACES.

SUBSCRIPTION GRIFFINS DRAWN YESTERDAY.

There was a very representative gathering of owners at the Hongkong Jockey Club stables yesterday afternoon when the drawing for the 1928 Subscription Griffins took place.

Of the sixty-five ponies drawn, there were several which looked very promising. Mr. Ho Kom-tong and Mr. L. Dunbar probably had the best of the pick, both owners drawing two very smart looking animals. A dun pony drawn by Mr. F. C. Hall called for a good deal of admiration. Mrs. R. J. Paterson who won the Subscription Griffins' Challenge Cup for two years in succession again drew two animals, one a grey and the other dun, which looked very promising.

Of the other ponies Mr. E. L. Sim drew a smart looking grey and a brown pony drawn by Mr. K. C. Lau also had the appearance of a likely winner.

Messrs. C. T. C. draw a grey pony which was unable to leave the stable. The full list of the draw is as follows:

Mr. Dynasty, Grey.
Mr. H. Seth, Chestnut.
Mr. Yuen Sin, Grey.
Mr. K. H. K. Iron Grey.
Sir Victor Sassoon, Bay.
Messrs. Mackie & Hynes, Grey roan.
Messrs. Dyer & Beith, Grey.
Mr. J. R. George, Dark Grey.
Mr. Dyer, Bay.
Mr. K. C. Lau, Brown.
Mr. F. C. Hall, Chestnut.
Mr. H. B. L. Dowbiggin, Grey.
Mr. P. W. D. Brown.
Mr. W. E. L. Shenton, Grey.
Mr. F. C. Hall, Dun.
Mr. C. T. C., Chestnut.
Mr. C. W. P. Richardson, Grey.
Messrs. Mackie & Hynes, Grey.
Messrs. Mackie & Hynes, Bay.
Mr. L. Dunbar, Chestnut.
Mr. E. L. Hosie, Grey.
Mrs. Pearce, Grey.
Mr. Johnathan, Grey.
Mr. H. L. Yung, Grey.
Mr. Lighthouse, Grey.
Messrs. Stanton & Reidy, Dark grey.
Mr. A. W. da Rosa, Roan.
Mr. C. B. Brown, Black.
Messrs. Leung & Yung, Man-ho Dark grey.

Major Lake, Grey.
Mr. Maas, Grey.
Mr. E. L. Sim, Grey.
Mr. Wayfoong, Brown.
Mr. John Peel, Grey.
Mrs. R. J. Paterson, Grey.
Mr. H. Seth, Dun.
Mr. Ho Kom-tong, Grey.
Mrs. Dunbar, Grey roan.
Mr. R. M. Austin, Dun.
Major Lake & Capt. Evans, Chestnut.

Mr. C. T. C., Grey.
Mr. Dynasty, Spotted roan.
Messrs. Dyer & Beith, Dun.
Mr. L. Dunbar, Grey.
Dr. S. T. Wong, Grey.
Mrs. Dunbar, Black.
Messrs. A. S. Gubbay & Co., Grey.
Mr. Ho Kom-tong, Chestnut.
Mr. A. W. da Rosa, Chestnut.
Mrs. R. J. Paterson, Dun.
Messrs. Dyer & Beith, White.
Lt. Hankey, Grey.
Mr. R. M. da Rocha, Chestnut.
Mr. R. M. Austin, Black.
Messrs. Kong, Bros., Chestnut.
Messrs. Tester & Abraham, White.
Mrs. R. M. Austin, Brown.
Messrs. Stanton & Reidy, Chestnut.
Messrs. Kong, Bros., Chestnut.
Mr. John Peel, Grey.
Sir Victor Sassoon, Grey.
Messrs. Chun & Yung, Light roan.
Mr. K. C. Lau, Dun.
Mr. Ho Kom-tong, Chestnut.

Wheelbarrow Race:—Rfn. Beattie and Rfn. Rix, 1; Sgt. Peoples and Rfn. Crosbie.

Piper's Race:—L/C. Yates, 1; Piper Taylor, 2; Piper Laird, 3.

Bandmen's Race:—Bdsman North, 1; Bdsman Macfarlane, 2; Bdsman Hall, 3.

Five-a-side Football:—The Scots Guards defeated the K. O. S. B. in the final by four goals to two.

Tug-of-war:—The K. O. S. B. beat the Scots Guards in the final by two pulls to nil.

Aggregate Cup:—King's Own Scottish Borderers, 25 points; Cameronians (Scottish Rifles) 19 points; Scots Guards, 10 points.

Excellent Catering.
With such a large number of troops to cater for, the Society might have been pardoned for any difficulty in this direction, but arrangements were excellent and met all demands adequately.

The band of the 1st Cameronians performed at intervals during the afternoon.

Messrs. Lane, Crawford, Lt. very kindly presented a cup to the winners of the Five-a-side Football Competition, the Scots Guards.

Theatre Royal Concert.
A grand Scottish concert held at the Theatre Royal last night wound up the day's entertainment for the Scottish troops. It was organized by Mrs. P. Younghusband, who had the services and assistance of many willing helpers, while the "Fiddlers' Band" under the direction of Mr. W. H. FitzGerald, A. R. C. M. also gave a number of enjoyable selections. Mr. and Mrs. McLeod, Mrs. J. Stanley Logan, Mrs. Y. Younghusband, Mr. Robert Sutherland, Mr. J. W. Blackley and Mr. W. Johnston were the singers, rendering songs dear to the Scottish heart.

Mr. Lane contributed a rope trick. A quartette of kilts culled known as Mr. and Mrs. Craig's Juvenile Scottish dancers captured the hearts of the troops by their snappy exposition of Highland dancing. The programme wound up with a Grand Fantasia of Scottish airs, this being followed by the distribution of lucky number prizes and the singing of Auld Lang Syne. Mrs. Younghusband and her collaborators gave to this concert very praiseworthy service. They sent the troops away happy.

The lucky number prizes were given by Messrs. Calbeck, Macgregor and Company, and the cigarettes by the British-American Tobacco Company.

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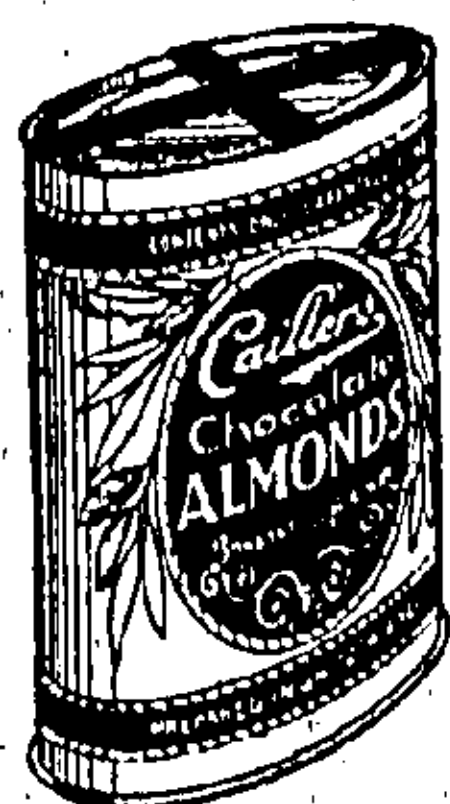
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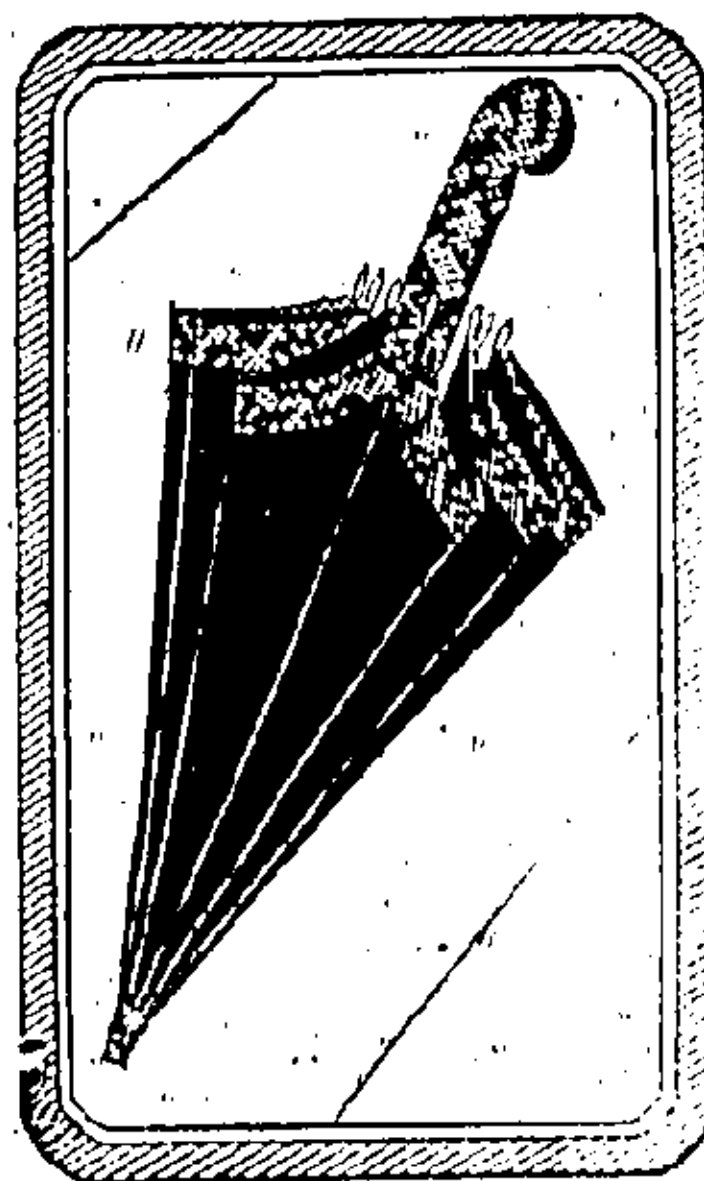


FRESH ARRIVALS



ON SALE EVERYWHERE

SNAKE TRIMMED.



A dark green umbrella employs an effective trimming the use of snake skin, which has now become almost a staple material in the creation of our costumes.

MOTLEY MUSINGS.

THE TRIUMPH OF EVE.

The eye of the dress designer has been wandering round the Zoo. Some years ago rabbits were seized upon, dyed, clipped, curled and otherwise transformed into leopards, seals, and ermine, etc., and early last winter, the worship of the calf was revived in the temples of dress. Probably though the humble coney provided most of the calf skin which was made into jumpers, hats and coats.

Now the serpent has tempted Eve anew, and this time must pay for his transgression with his skin. Shoes, bags, and belts are made of snake skin, embroidery imitates it, and woven materials and cunningly arranged sequins seek to give effect. Round her slender hips Eve now wears a serpent belt, with jewelled head and flexible body and often accompanies this by a snake necklace.

"Look Pleasant."

Photography is not what it was, thank Goodness! The Victorian Family album, once a source of pride to be displayed on the drawing room table with the family Bible, is now-a-days dragged out from its hiding place to provide irreverent laughs for the younger set. What frights and frumps our respected relations were in the heyday of their youth; what memories of interviews, even more painful than those with the dentist are called up by our own early photographs!

Personality.

But being photographed by our modern camera artist is a very different affair. It is no longer uninteresting, but is flattering to your self-respect. The bedside manner of a successful doctor is brusque compared with the manner of the new photographer. The injunction to "look pleasant," which generally resulted in a fixed stare of abject misery is a thing of the past. He discusses with the utmost sympathy your type and personality. Personally, he explains, and never does he tell you to "look natural." On the contrary, if you have a secret vanity he will discover it, foster it, and on it will build his picture.

MILLINERY MODE.



A picture hat in black and parchment coloured, picot edged with large flat

A PARIS SHOP.

WHEN EAST MEETS WEST.

I was interested to read of a new shop which has been opened in Shanghai by two or three Chinese girls. It is in many ways a typically western woman's shop where tempting dresses, shoes and accessories are displayed in an artistic fashion, but the clients are Chinese ladies who realise the beauty of their traditional costume.

Chinese clothes have charmed the west, and fashionable ladies in Paris and London, and the wealthy stars of Hollywood, are wearing them as negligee, and, to a certain extent modifying western fashions to their design. How long this Oriental influence will last or how far I will go, it is impossible to decide; nor can I tell whether the East will be westernised before the women of Europe and America take to oriental garments. But this new venture opens up a different avenue, and for the East, we think, a better one.

Foreign ideas of *chic* are being combined with the traditional Chinese dress, by these Chinese girls who have studied dress making and designing in Paris. The "advanced" Chinese girl will find in their showrooms clothes which are becoming to her social beauty, which in the majority of cases European dress is not, and yet be freed from the burden of tradition.

Silk undies, transparent sleeves and shorter skirts, with French fabrics, shoes and stockings, can in skillful hands be used to arrive at a very charming compromise, a style which may well sweep the world.

Besides the showroom, there are fitting and work rooms, and there is some talk of opening a beauty parlour. I wonder if we shall see a similar shop in Regent street in the near future where English women can have Chinese dresses made for them slightly modified to suit their type. It would probably be a great success as there is no doubt that Chinese garments, materials and embroidery are enjoying a great vogue at present.

GOLDEN LOCKS.

"WOMAN'S CROWNING GLORY."

Considerable changes in *coiffure* are announced for the winter season in Paris, which it is well to note, for dresses are very definitely designed these days for the fashionable style of hair-dressing. Perhaps it is the other way about and the *coiffures* follow the dressmakers, but the principle is the same.

More Femininity?

Hair will play an important part this winter; the Eton crop is certainly going out and hair will be worn longer, waved and curled, framing rather than revealing the face. White hair is also predicted as a new fashion. Not powdered hair but our own locks specially bleached and dyed to a snowy whiteness. Everyone knows how charming white hair looks with a young face, and with the prominence of the *robe de style* this fashion may very well become a popular one. It takes a certain amount of courage, although if the snowy locks do not suit you the hair would soon grow again.

Bleaching, of course, has been made use of for some years, but heretofore to change dark hair to golden, or to hasten nature needs deliberate whitening. Laura La Plante has bleached hair, naturally she is a brunette and it was not until she bleached her hair to a pale gold tint that she attained success on the screen.

Some Possible Surprises.

If bleached hair becomes popular here, I wonder if it will spread to the Chinese. The shingle suits most Chinese girls so admirably that they may be tempted to follow the latest whim of western hair fashions. There would be something particularly piquant I should imagine about an oval face with a skin the colour of old ivory framed by white hair, but it would probably suit only very few and would almost certainly cause an uproar in the young lady's family. We may expect at all events a few inignant letters on the part of the fathers of English young ladies who imitate their great-grandmother's white

AUTUMN STYLES FROM AMERICA.

THE NEW BELTED JUMPER SUIT.



The long jumper worn with a belt at the natural waistline is a popular feature at the moment.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Sept. 8.

Stephanie sends us a banana yellow lace and georgette frock for afternoon, a beautiful paste buckle being part of the general scheme. Whether banana-yellow is the colour of the fruit with its skin on, or afterwards, I do not pretend to know; but I don't think it is very vital, because this is the kind of frock which would look lovely carried out in your own favourite and most-becoming colour. Here I pause to raise the point: Is one's favourite colour the one which becomes one most? Strictly speaking there is no reason why it should be, but if you collect a few statistics (only don't call them that, even to yourself, or it will become oppressive) you will find that most women have a soft corner for the colour which suits them best. Just a case of cause and effect I suppose. But to return to Stephanie's dress—there is very little to be said about it, because you can see its charms for yourselves. The scarf collar draping the shoulders is yet one more Victorian note in this age of sophistication, and somewhat or other suits the shingled admirably. The skirt is comparatively plain and in keeping with the effect round the waist is rather novel, and very "slimming," beyond which I need say nothing to recommend it.

Madeleine gives us a millinery mode this week, and although Londoners are not getting the sort of weather which invites the wearing of large and picturesque hats—at least not for many hours at a stretch—you will like to know the type of hat a fashionable woman keeps ready to don at a moment's notice when the sun peeps through. The optimistic lady's face is hidden in the sketch, but that is merely so that we shall get full benefit of the back view, which is the supreme attraction in this case. In the days of my youth, I used to proceed on the convenient principle that "a soldier never looks behind," but modern fashions induce us to pay as much attention to the back as the front view—and quite a good thing too, from every point of view; ethical, practical and artistic! The model in question is of black picot

and where if you look closely. The flowers are large and flat and made of velvet in ravishing colours and shades to suit your individual taste.

CHARMING FROCK.



An afternoon gown described by Joan.

Try This!

Everywhere there is a vogue for the excessively ornamental in the designs even extend

to baskets of flowers—things against which it would be sacrilege to lean your head, even though it may not bear a trace of violet oil. The designs given here, however, are not quite so impracticable, although they will, if adopted, probably be whisked deftly aside before any member of the family puts his or her feet up! The top heart-shaped one is of taffetas—shot silver and mauve in the model I had copied, and completed with a silver bow. I had almost said "true-lovers' knot," but upon handing the sketch round for verification, I was amazed to find that not one of my colleagues would recognise that emblem of fidelity if they saw it; so I will confine myself to calling it a bow. To revert to the practical, this pillow can be manufactured from seven-eighths of a yard of thirty-six inch wide material, which doesn't run out too expensive, even allowing for a very exclusive material—as you must, if you want an exclusive-looking cushion. The lower one can be manufactured from one and three-eighths yards of thirty-six inch material. The wider frill accounts for the fairly substantial difference between this and the heart-shape. Shot green taffetas was the material chosen, and the appliques were of varying shades of brown and golden velvet and tissue, giving a slightly autumnal—though unorthodox—impression. I recommend both these designs to the skilful homemaker; also I advocate an attempt on the part of the artistic soul to evolve at quite a moderate cost a lampshade of vellum stencilled with attractive designs, as sketched here. The plain vellum shades can be obtained quite cheaply and offer infinite scope for the ingenious.

Brown again varies with the tone used. The warm string coloured belges are generally very satisfactory, and tabac can be used with good effect in a really large room.

COLOUR IN THE HOME.

THE CHOICE OF A SCHEME.

In deciding the colour scheme of room several points must be taken into consideration. First and foremost, what is the purpose of the room? That the boudoir, the dining-room, the bed-room and the nursery, serve different purposes is obvious, and it is scarcely less obvious that they need in consequence different decorative schemes, yet this fact is often overlooked.

Freedom Or Slavery?

Unless you are prepared to be the slave of your house, and to subject your children and your husband to the same slavery you must arrange for your decorative schemes to be comfortable and labour saving. White paint, for instance, seems very appropriate for a nursery; it suggests youth and innocence. Yet let us face the fact that a healthy happy child is more often grubby than fresh and clean, and the paint reflects the child! Red used to be considered correct for dining-room, but its dark and enclosing effect seems more in keeping with the over eating of the Victorians than with the dainty meals on which we pride ourselves to-day.

Modern women are revolting not so much against the slavery of the house as against the slavery of its decorations. Paint and brass which need constant cleaning, or fault finding, ornaments which entail dusting and conventional colour and furnishing schemes which suit neither health, taste nor exchequer, are becoming happily a thing of the past.

Situation.

As much depends on the situation as on the purpose of the room. The windows will generally give the clue to what is needed in the colour scheme. Do they look out on a lovely scene they must be emphasised so that one's eye is led to look out of them. The badly situated room, and there are many, must be self contained, and a sense of space and freedom suggested in the room itself; so that the window is merely an ingress for air and not an important factor in the decorative scheme. There are again dark and light rooms where the entering sun must be either encouraged or artificially simulated or toned to prevent a glare.

Your Own Needs.

Your own personal taste and prejudices with regard to colour and your cherished possessions are the next two factors to consider. If you personally like white paint the work it entails will be worth while to you; if you find grey depressing the most artistic of the modern French colour schemes can never really please you. Then there are your possessions, they may be beautiful, antique or merely familiar well loved relics of a former home. If you love them and need them, build your new room round them, don't let them stand like homeless ghosts in unsympathetic surroundings.

The Effect Of Colours.

The following list is not of course entirely comprehensive, the effects of various colours is mitigated by conditions of situation and lighting, but it may perhaps prove useful in deciding a colour scheme.

Yellow or warm-cream will give an effect of sunlight, and used on the walls makes an excellent ground for pictures, especially paintings. It serves also to lighten the effect of dark furniture and thus to give a sense of space.

Blue, that is the clear sky grey or mauve blues, can generally be relied upon to give space, but it must not be forgotten that blue is a cold colour and especially when allied with dark wood, needs a fairly strong note of yellow orange or red to be really satisfying.

Red on the other hand is warm and enclosing. The reason that red wall paper became so popular for hotel dining-rooms at home, is that under its influence the diners lose the sense of isolation in a big room, which often attacks one when dining in a half empty restaurant decorated with white paint and mirrors. But red is far less satisfactory in a private house, and even pink is a difficult colour to manage. Pinks may, however, if well chosen and used with discretion, be very charming for a bedroom boudoir or children's room where a pretty light effect is desired.

Brown again varies with the tone used. The warm string coloured belges are generally very satisfactory, and tabac can be used with good effect in a really large room.

GREEN CREPE.



A distinctively new hat is of green crepe with an allover applique of felt dots in the same colour. The rim is faced in darker crepe.

MEN AND MATCHES.

Women have learnt to smoke without affectation, and to add shagreen cigarette-cases, amber holders and "rings, gauds, trifles and conceits" connected with smoking to the list of little luxuries which soon become necessities, but they have not learnt to steal matches. That remains a masculine prerogative.

Men begin to steal matches from the time they are old enough to want to play with fire. School-boys pick them up automatically, for the homely boxes slip so easily into a jacket pocket, and would soon make an unsightly bulge in the pocket of the most practical tailored suede coat. Women buy their own matches, in flat cases of an appropriately smaller size, or sport a silver lighter, or get a light from a friend.

One girl takes the precaution of going round her flat on an evening when a mixed party is expected, and storing the matches in a safe place, leaving one box out for courtesy's sweet sake, near the biggest ashtray.

The explanation lies, perhaps, in a subconscious primitive fear of being without the means of making fire, which man (not woman) stole from the gods. Woman tended the fires in the Stone Age caves when once they were lit, but the prerogative of creating what Rupert Brooke called "royal flames" belongs to man and he has no intention of abandoning it. That is why, if you do not give matches to men, they will steal them, even going to the trouble of untying the string which attaches them to the ash tray!

Dark brown unless very highly polished is too dark and depressing for a living room.

Black can be used to give very lovely and unordinary effects. If it is highly varnished it reflects very much in the same way as a mirror and thus gives a sense of space, small halls treated in this way are often very successful. Again a few strong notes of black are very useful in holding a somewhat ragged colour scheme together. An all black room is an eccentricity of which one very quickly tires, it became for a short while a craze in London, but no one wanted to keep their black rooms for more than a season.

Grey if carefully used can be very charming, but the cold fluid greys should be avoided and a warmer note as of scarlet or old gold introduced.

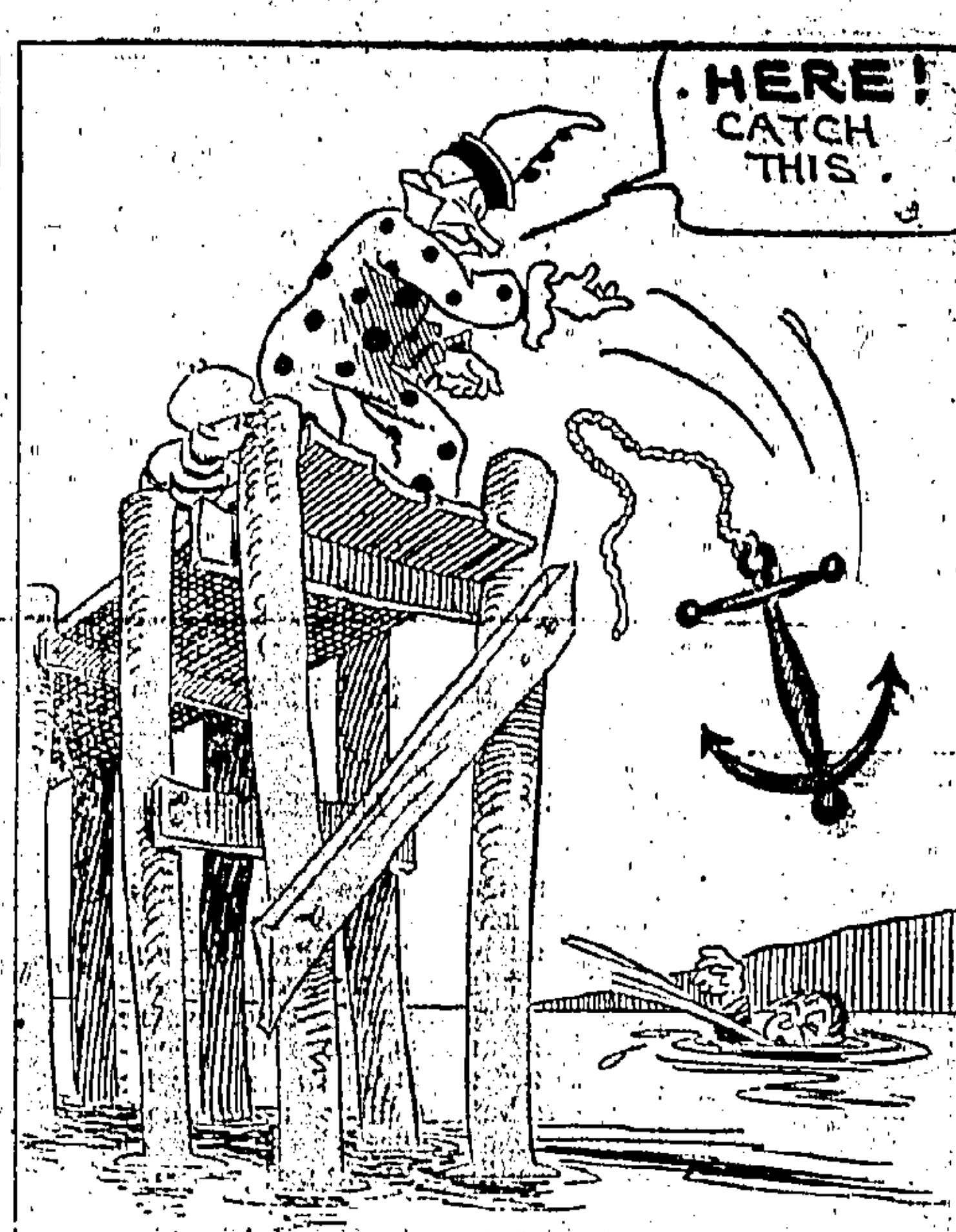
ATTRACTIVE DESIGNS.



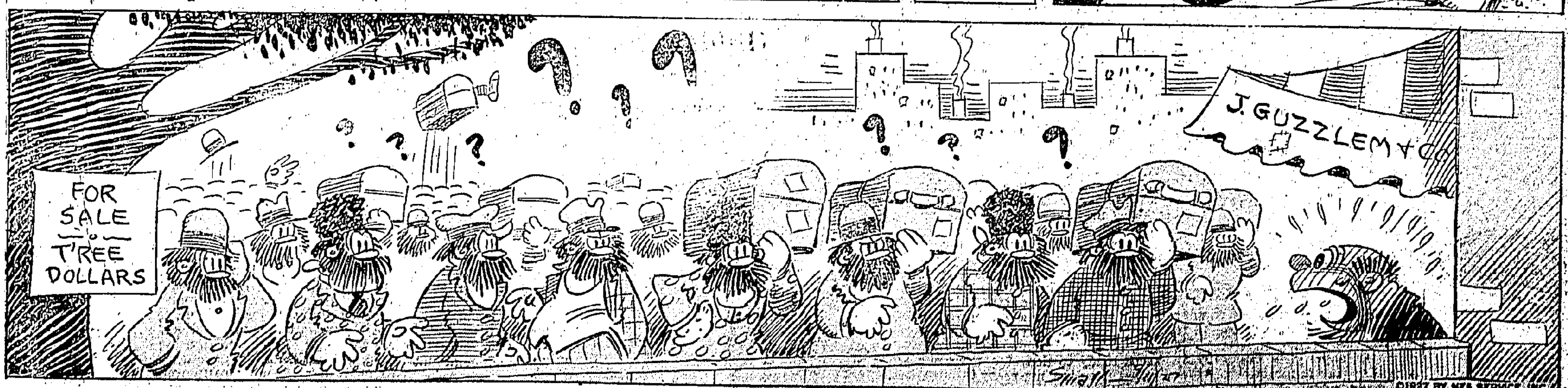
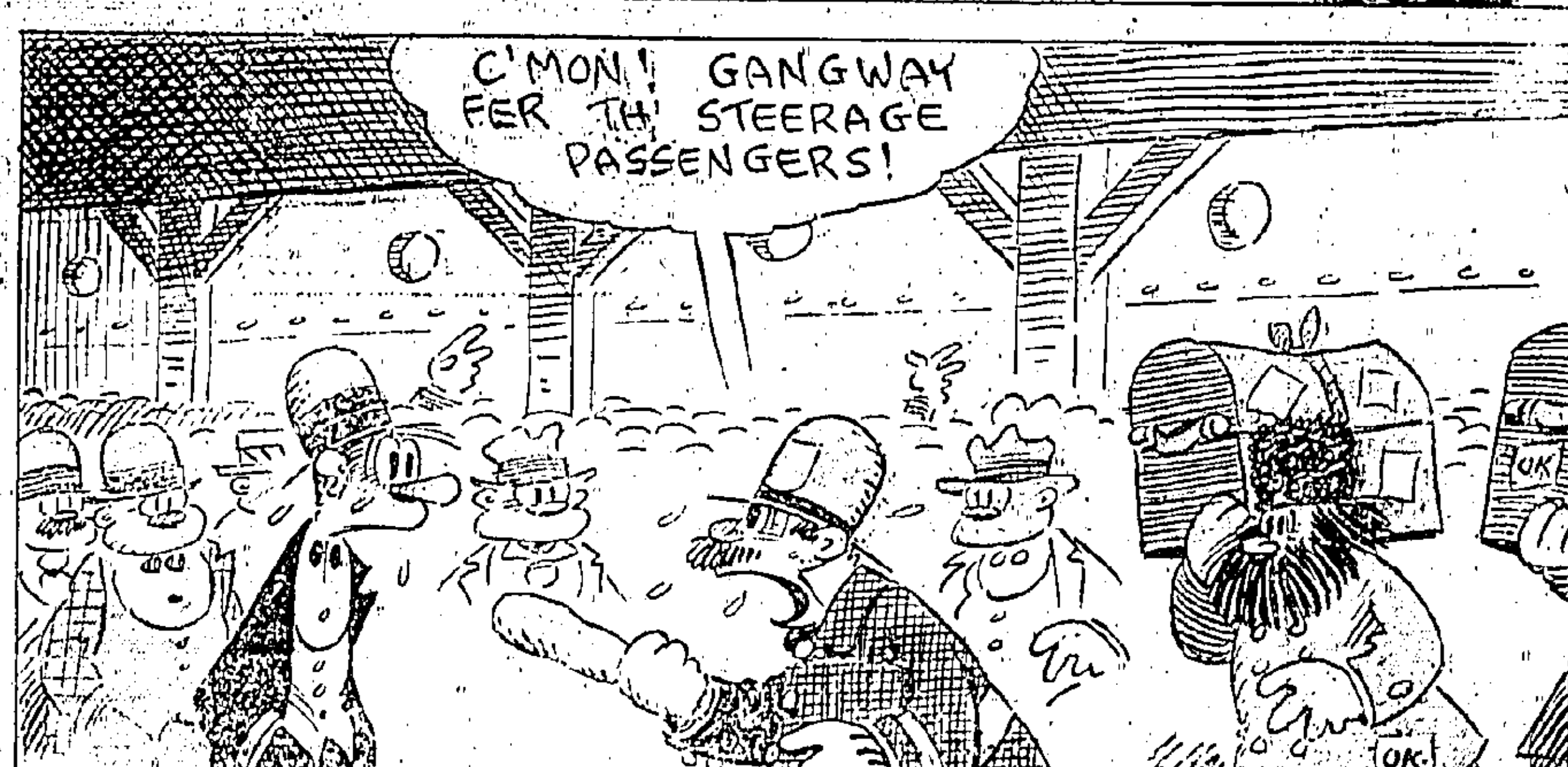
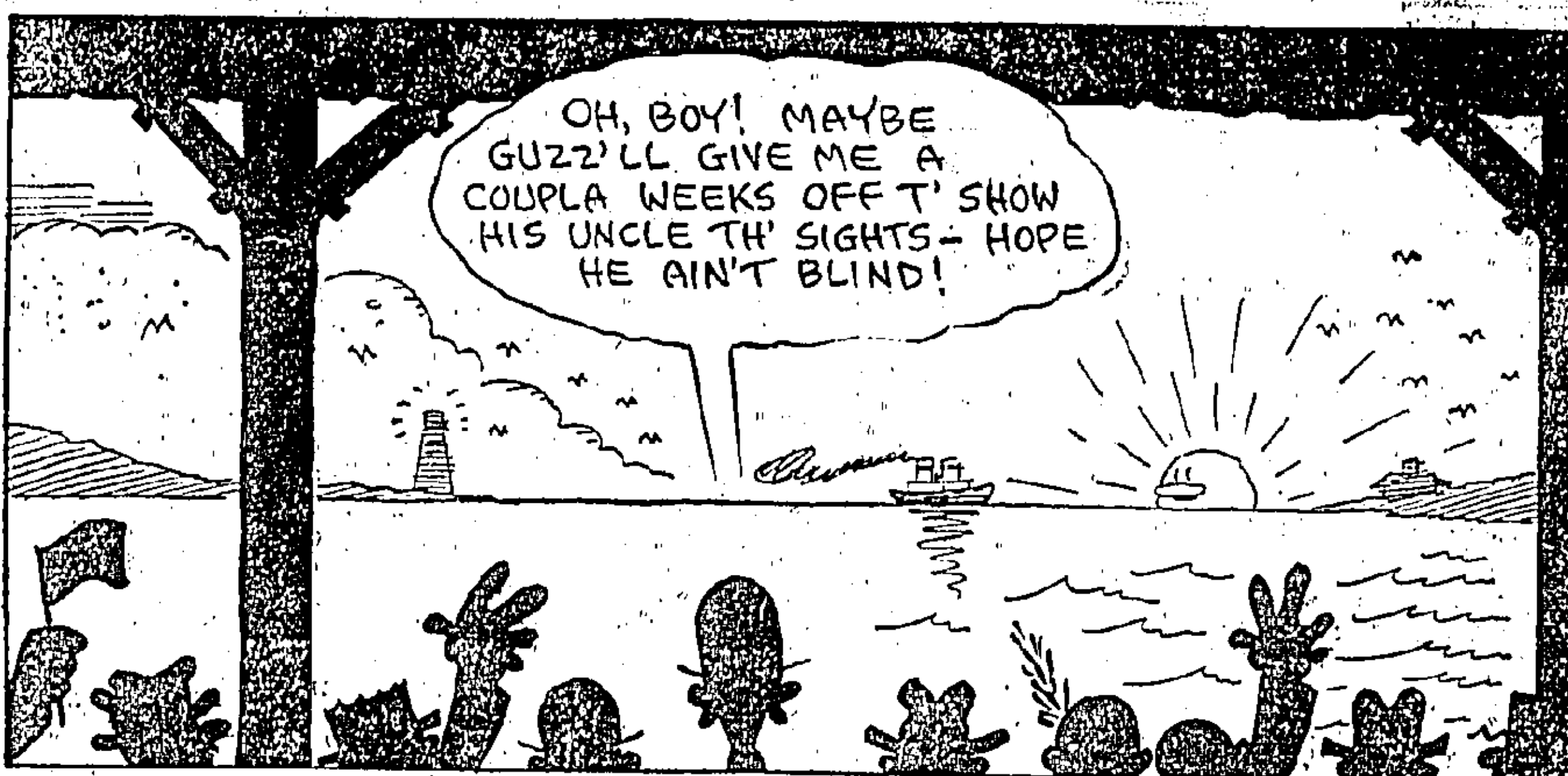
Here are three exceedingly pretty designs for your new cushions and lampshades.

JoJo The jester

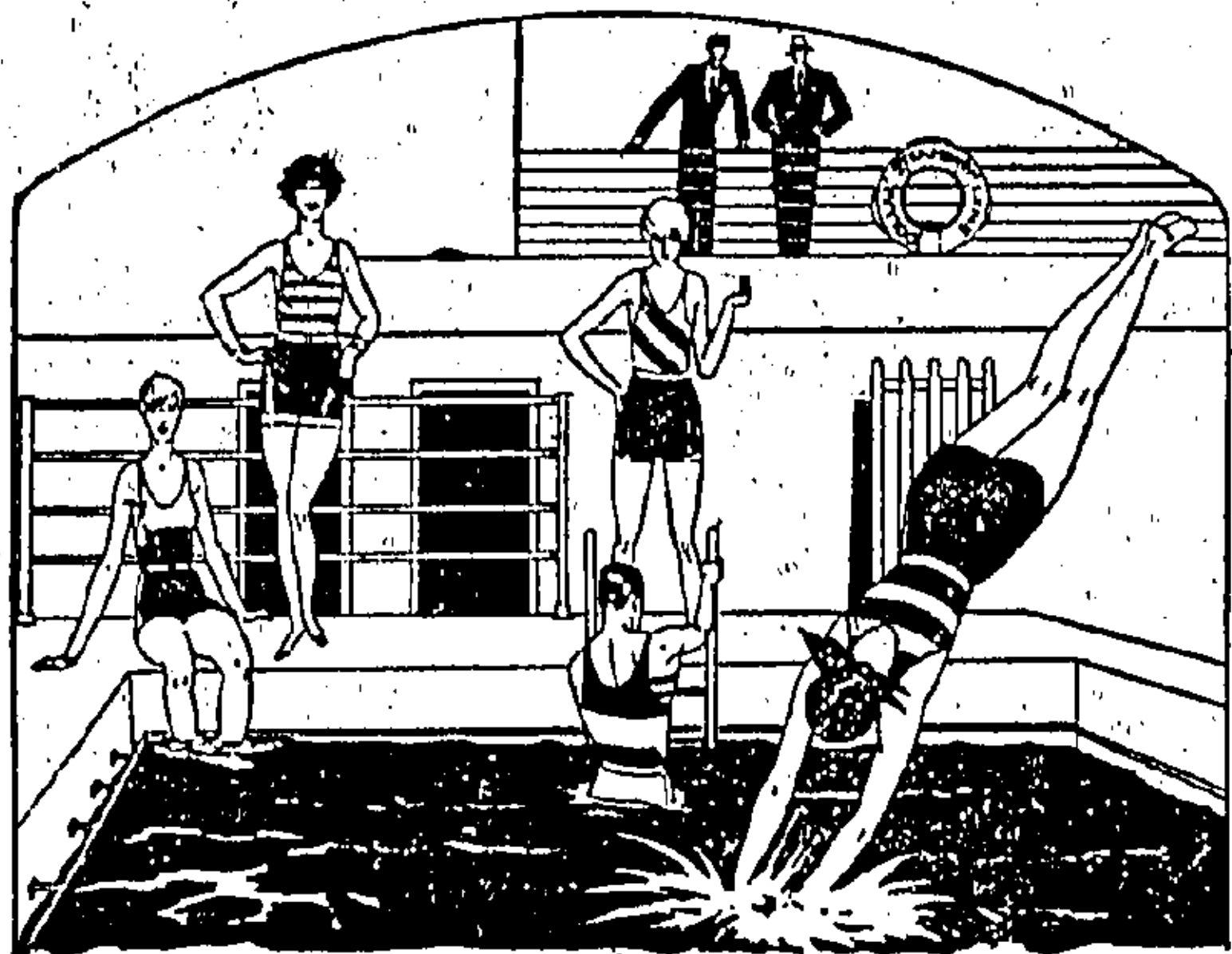
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PROFESSOR BANNED.

MR. AND MRS. LANGSNER
IN JAPAN.

Professor A. M. Langsner and his newly wedded wife were barred from entry to Japan, according to the Japan Advertiser.

Commenting on the statement given out by the Japanese Foreign Office in Tokyo to the effect that Mrs. Langsner was a "Java modern girl" and that Langsner had "hypnotized" her into marrying him, Langsner stated that his wife is the daughter of a German family of excellent standing in Cologne and that if any hypnotizing had been done it was only that his wife had quite hypnotized him with her beauty. Mrs. Langsner's name before her marriage was Katherine von Petry.

They were permitted to land for a limited period and expect to leave for Germany via the United States.

The Professor explained to a representative of the Japan Advertiser in Kobe the circumstances of his marriage in Java to a German dancer. He refuted any implications of scandal which might be inferred from the stand taken by the Japanese authorities in denying him free access to the country when he had in his possession a valid Polish passport vised by the Japanese Consulate at Sourabaya.

He said he knew his wife when she was living in Cologne as the daughter of a well-to-do German family and had no idea of going on the stage professionally. She was successful as a dancer but says she was persecuted by her manager. Professor Langsner says he determined that the most practical way to save her was to marry her. By special arrangement with the civil authorities of Sourabaya, Langsner arranged to have the marriage ceremony performed on the summit of Mount Bromo which rises 6,300 feet above sea level and is known as Fire Mountain.

The newly wedded couple embarked from Sourabaya on the Nanyo Kisen Kaisha steamer Macassar Maru for Japan only to find on arriving at Kobe that the villain of the piece had made good his threat of vengeance. The Kobe Water police refused to permit them to land, giving no explanation of their action other than that they were acting under orders from Tokyo. The Foreign office in Tokyo stated that they had received advice from the Japanese Consulate in Sourabaya advising against admitting the Langsners on the grounds that their marriage in Java had created a scandal. Eventually through the appeals of foreign residents in Kobe the couple were permitted to remain in Japan until they could arrange passage out of the country.

Mrs. Langsner stated that she has given up the stage as a career and never expects to dance professionally again. Since her marriage to Langsner, she said, she had become reconciled with her family.

MYSTERY SOLVED.

HOW MADAME BORODIN
ESCAPED.

The facts of the sensational release of Madame Borodin from captivity in Peking, which affair, despite the many "sidelights" of the vernacular press, has hitherto remained much of a mystery, have been communicated to us from what we have every reason to believe an authentic source, says the Peking and Tientsin Times.

The person chiefly responsible for Madame Borodin's release was a Portuguese, who was assisted by his Russian and Chinese "wives" and a Russian Jew.

This Portuguese, is said to have been approached by the Soviet authorities through his Russian "wife," an active secret agent of the Embassy, and offered the sum of \$100,000 to get Madame Borodin out of the hands of the Chinese authorities. An important factor was the Chinese "wife," who is alleged to be a relative of the Judge by whom Madame Borodin was being tried.

A Cash Payment.

With the Chinese woman as a medium, negotiations were opened with the Judge, and after much bargaining the deal appears to have clinched, presumably by a cash payment.

Having thus arranged matters as regards Chinese justice, the Portuguese next turned to making thorough preparations for the reception of the fugitive and her subsequent escape from the country. A house in an obscure district of the Capital was carefully chosen and real or fictitious Portuguese passport was somehow obtained, or borrowed for the sum of \$5,000.

On her release "under amnesty," Madame Borodin was secretly conveyed to the refuge prepared, and stayed there for ten days, after which, with face painted and hair dyed, she was conveyed to Tientsin, in the company of the Portuguese, his Russian "wife" and a Russian Jew.

Assets Liquidated.

At Tientsin she was taken to quarters in the French Concession, and a few days later took boat to Shanghai, via Dairen, to which port the Portuguese accompanied her. For arranging this passage, he received a further \$10,000 from the Soviet authorities.

The Portuguese returned to Peking from Dairen and liquidated all his assets in the Capital, prior to taking up residence elsewhere and is now said to be spending a very happy time with his newly acquired fortune.

It may be recalled that in the revelations of Captain Eugene Pick, which appeared recently in the North China Daily News, he stated that he was sent to Shanghai in April last, with the special object of devising ways and means of getting in touch with Madame

SALE OF WORK.

SUCCESS OF CONVENT
BAZAAR.

The Rev. Mother Superior announces that the sale of work held at the French Convent on Thursday was quite a success, and that after deducting a few minor expenses, a substantial sum should be added to the funds, which will enable the Sisters to carry on their good work.

The Rev. Mother and Sisters wish to thank especially Mrs. Southern for kindly going to open the sale, and also all the ladies and their assistants who held the stalls, and whose untiring energy helped a great deal towards the success of the sale. They are also very grateful to all who visited the bazaar and made purchases during the day, and to the following for various aid: Mr. Fitz Gibbon, Mr. Ribeiro, Mr. Baptista, Mr. J. V. Chamatong, the Dairy Farm, Lane Crawford's, the Pharmacy (Messrs. Fletcher and Co.), Messrs. A. S. Watson and Co., the Sincere Co., Wing On Co., Sui Co., Messrs. W. R. Lockyer and Co., Messrs. H. Wicking & Co., the Graco-Egyptian Tobacco Co., Nestle Milk Co., the French Store, the Kwong Sang Hong and Messrs. Whiteaway, Laidlaw.

All the raffles were drawn at the sale, and if possible the various winning numbers will be published later.

Borodin and if possible to secure her eventual release by bribery.

He adds that when he reached Shanghai he was told that Soviet agents were already in touch with Madame Borodin through agents in the North, and that there was no need for him to spend money on bribes as she would be released anyway.

Borodin's Activities.

Referring again to the revelations of Captain Pick, it may be mentioned that one of Borodin's activities in Hankow was to arrange for a raid upon the Portuguese Consulate in the port.

The post of Portuguese Consul in Hankow is held by Mr. Belchenko who is an old Russian resident and who appears to have incurred Borodin's particular animus, for the plot which resulted in a raid upon his house and the robbery of his private documents and many other of his personal belongings was intended originally to include his murder. The chief criminal, however, refused to murder Mr. Belchenko or to allow any other member of the party to do so when he had been tied up.

It seems possible that the Portuguese passport in question reached North China from Hankow.



IT'S QUALITY
THAT COUNTS

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"ARNEAS"	1st Nov.	Mar'tles, London, R'dam & Glasgow
"CALOPHAS"	15th Nov.	Mar'tles, London, R'dam & Hamburg
"SARPEDON"	30th Nov.	Mar'tles, London, R'dam & Glasgow

LIVERPOOL SERVICE

"LYAON"	20th Oct.	Genoa, Havre, Liverpool & Glasgow
"TITAN"	20th Nov.	Genoa, Havre, Liverpool & Glasgow
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"TYNDAREUS"	15th Oct.	Victoria, Vancouver & Seattle
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"ARNEAS"	1st Nov.	Singapore, Marseilles & London
"SARPEDON"	30th Nov.	Singapore, Marseilles & London
"PATROCLUS"	27th Dec.	Singapore, Marseilles & London
"ANTENOR"	25th Jan.	Singapore, Marseilles & London

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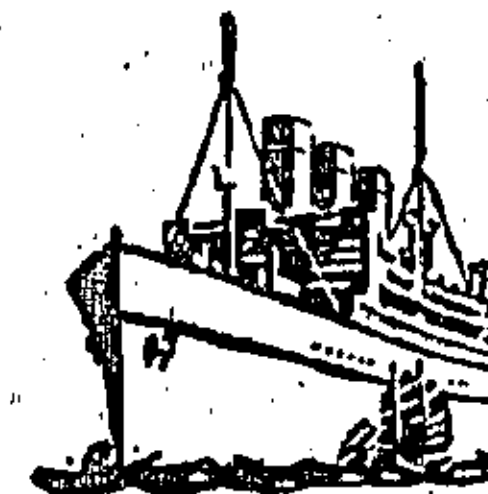
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Regular four-weekly service between
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AND
Genoa, Rotterdam, Amsterdam,
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Continental Ports.

Arrivals From Europe.

S.S. OLDEKERK		17th October.
S.S. GEMMA		15th November.
S.S. ZOSMA		13th December.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. MADOERA		30th October.
S.S. OLDEKERK		26th November.
S.S. GEMMA		25th December.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to—

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
NAGPORE	5,283	20th Oct.	Straits, C'bo, M'les & L'don
KASHMIR	8,985	29th Oct.	M'les, L'don, A'warp & Hull
LAHORE	5,252	6th Nov.	Marseilles & London
MACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London
MANTUA	10,946	10th Dec.	Marseilles & London
KASHGAR	9,005	24th Dec.	Marseilles, L'don & A'warp
MOREA	10,953	7th Jan. 1928	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, France, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHIA	7,754	5th Nov.	S'pore, Penang & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	28th Oct.	Manila, Sandakan, Thura.
TANDA	6,956	2nd Dec.	Island, Townsville, B'bane.
ST. ALBANS	4,500	30th Dec.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. Royal Mail Steamers will also call at Shanghai, Hilo, Cebu, Melbourne, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

DELTA	5,252	15th Oct.	Moji & Kobe
JEYPORE	5,318	25th Oct.	Shanghai, Moji, Kobe & Yokohama
*MONGOLIA	16,504	29th Oct.	Shanghai & Kobe
TANDA	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama
MANTUA	10,946	12th Nov.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	19th Nov.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	26th Nov.	Shanghai, Moji, Kobe & Yokohama
MOREA	10,953	6th Dec.	Moji, Kobe, Osaka & Yokohama
KALYAN	9,144	10th Dec.	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,155	13th Dec.	Shanghai, Moji, Kobe & Yokohama
MALWA	10,986	7 Jan. 1928	Shanghai, Moji, Kobe & Yokohama
KHAYBER	9,114	21 Jan. 1928	Shanghai, Moji, Kobe & Yokohama
KHIVA	9,135	28 Jan. 1928	Shanghai, Moji & Kobe

*Calls at Balny.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

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GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE" (Via Oran) ... p.m. 22nd Oct.

Steamship "CARMARTHENSHIRE" (Via Oran) 2nd Nov.

Motor Vessel "GLENARA" (Via Oran) ... 30th Nov.

Motor Vessel "CARNARVONSHIRE" (Via Oran) 28th Dec.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Duo Hongkong

Motor Vessel "GLENARA" ... 19th Oct.

Motor Vessel "GLENSHIEL" ... 27th Oct.

Steamship "CARNARVONSHIRE" ... 12th Nov.

Steamship "PEMBROKE" ... 29th Nov.

Steamship "GLENIFFER" ... 8th Dec.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

TROOPS LEAVING.**THIRD BRITISH GENERAL HOSPITAL.**

No. 3 British General Hospital is embarking on s.s. Tadiwa this morning.

This Hospital, which mobilised in Lahore, Northern India, in January, was rushed to Shanghai with the 20th Indian Infantry Brigade, and was the first medical unit to function there for the British force.

Arriving at Shanghai in mid-February, it was stationed there till May and dealt with the casualties that occurred in the street fighting in March.

Owing to military re-groupings, it was despatched to Hongkong in May and has been carrying on in the Diocesan Boys School in Kowloon.

The British Military Hospital will still continue in the School buildings, the duties being performed by "Y" General Hospital, which has been working in association with the Indian unit to operate one hospital.

No. 3 British General Hospital is returning to Lahore, where it will be demobilised. The staff consists of both British and Indian personnel, but the unit is specially organized to tend British wounded and sick.

THE "QUAINTS."**ARRIVAL IN HONGKONG TO-MORROW.**

Mr. R. Salisbury's "Quaints" will arrive in Hongkong to-morrow on the s.s. Fushima Maru, and it is worthy of note that they have come direct from London. Their appearance locally is being keenly looked forward to and they are promised bumper houses for each of their twelve performances in Hongkong.

They will open at the Theatre Royal on Tuesday night, playing the big Apollo Theatre success "Oh Joy." This will be produced again on the following evening, the change of programme on Thursday being "One Dam Thing after Another."

STRAITS SHARES.**MESSRS CARROLL BROS. LIST.**

Messrs. Carroll Bros. have been advised of the following dividends on Rubber and Mining shares:

Bukit Jelutong ... 10% Final.

Sungei Bagans ... 10% Final.

making ... 25% Final.

Jimahs ... 10% Final.

making ... 20% Final.

Kinta Tin Mines ... 1/- Int.

BIG SUGAR DEAL.**CUBAN PURCHASES BY TATE AND LYLE.**

Havana, Oct. 14.

The new official Cuban Sugar Commission has sold 150,000 tons of raw sugar to Messrs. Tate and Lyle, at the reported price of 2.34 cents f.o.b.—Reuter's American Service.

PASSPORT FEES.**ALLEGED INFLUENCE AT MEXICAN CONSULATE.**

So Keung, a Chinese who had been many years in Mexico, was charged before Major C. Willson yesterday afternoon with obtaining \$180 from another Chinese named Ma Pul, by alleged false pretences.

Mr. Hin-shing Lo defended and the prosecution was in the hands of Mr. F. H. Loseby.

Outlining the case for the prosecution Mr. Loseby said the complainant had lived in Mexico for fifteen years. Last year he returned to his native village.

About a month ago he intended to return to Mexico and for that purpose came to Hongkong. He went to the Mexico Consulate in order to get his passport *visé*, but although he made several visits he was unable to see the Consul for some reason.

On October 5, he met the defendant, whom he knew in Mexico. They had a small chat and in the course of that conversation the defendant told the complainant that he could get the necessary *visé* for \$180. They made an appointment for the next day and in due course the passport and the money changed hands. Since that time the defendant had not been seen again.

In the witness box the complainant supported Mr. Loseby's outline of the case. He added that the defendant had stated that the usual charge for obtaining the *visé* was \$200, but seeing that complainant was his friend he would only charge \$180.

Mr. Pablo Castillo, Consul for Mexico, giving evidence said that the complainant went one day to his office and insolently demanded to know all about his passport. The complainant told the story of how he was cheated of \$180 by a certain person.

In reply to his Worship, the Mexican Consul said that the fee for the *visé* of a passport was only \$23.50, and people with the genuine document, were never delayed.

The defendant had a passport for Mexico which was *visé* last week and he was supposed to have sailed by the President Pierce.

At this stage the hearing was adjourned until 11.30 this morning.



Half a loaf is better than working all the time.

CONSIGNEES' NOTICE.**THE BEN LINE STEAMERS, LIMITED.**

From MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship, "BENCLEUCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 31st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, October 10, 1927.

No. 238.—Hongkong Volunteer

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

M.S. "TAIWAN"

The above vessel having arrived from Norway via Ports on 9th October consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 16th October will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown, where they will be examined on the 15th October at 10 a.m. No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by THORESEN & CO., LTD., Agents.

Hongkong, October 9, 1927.

The Great Western Railway, in addition to sending the first of the latest type locomotives, King George V., to the centenary exhibition, of the Baltimore and Ohio Railway, have shipped to the United States the reconstructed old broad-gauge engine North Star, to show the progress made in the English locomotive since the earliest days of railways.

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

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Kashima Maru ... Saturday, 22nd Oct.

Hakone Maru ... Saturday, 5th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 19th Oct.

Mishima Maru ... Monday, 23rd Nov.

BOMBAY via Singapore, Penang & Colombo.

Tamba Maru ... Tuesday, 18th Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.

Bokuyo Maru ... Wednesday, 16th Nov.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

Wakasa Maru ... Saturday, 19th Nov.

NEW YORK and/or BOSTON via PANAMA

London Maru ... Tuesday, 21st Oct.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Lima Maru ... Thursday, 20th Oct.

CALCUTTA via Singapore, Penang & Rangoon

Ceylon Maru ... Wednesday, 19th Oct.

NAGASAKI, KOBE & YOKOHAMA.

Mishima Maru ... Friday, 21st Oct.

SHANGHAI, KOBE & YOKOHAMA

Yamagata Maru (Moji Direct) ... Saturday, 15th Oct.

Fushimi Maru ... Sunday, 16th Oct.

Muroran Maru (Kobe Direct) ... Wednesday, 19th Oct.

Rado Maru ... Saturday, 29th Oct.

Hakozaki Maru ... Monday, 31st Oct.

*Cargo only.

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Tjimanoeck Java, Mosar 24th Oct 27th Oct Amoy, N. China

Tjikini N. O. A. 24th Oct 27th Oct Batavia

Tjikarang Batavia 27th Oct 30th Oct Amoy, Shanghai & Keelung

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Hotel launch meets all steamers.
Dining Room and Lounge now open to the Public.
(\$25 for thirty Tiffin Tickets can be had at the Office
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UNDER THE SAME MANAGEMENT.

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A FIRST CLASS HOTEL WITH ALL MODERN
CONVENIENCES.

High Class Cuisine and Table Appointments.
Wonderful view of the Harbour and Peak, and five minutes
from the Ferry, Wharves and Station.
Drawing Room, Saloon Bar and Billiard Room.
Very moderate rates

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Cables, "KOWLOTEL,"
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PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
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Cables:—
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After-dinner
dancing every
Tuesday, Thursday
and Saturday.

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THE EUROPE HOTEL. LTD.

Arthur E. Odell, Managing-Director.

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FERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

MANILANS WED IN HONGKONG.



The above group was taken at the wedding of Miss John's daughter, on Monday last, when Mr. Thomas M. John, of the Standard Oil Com-
pany, and Miss Corina de la Cruz, of Manila, were married. (Photo: Ming Yuen)

FUTURE OF THE
DOG TRACK.HOW GREYHOUND RACING
WILL CHECK FRAUD.

An official code of rules and reg-
ulations for greyhound racing will
be issued shortly, and, although
it will not be binding on all companies
and all tracks, it is certain that pro-
motors generally will feel compelled
to adopt some of the principles that
are to be laid down, says a writer in
a Home Journal.

The sport has made such head-
way that it is bound to attract cer-
tain undesirable elements. It is
impossible to anticipate all the
tricks that may make their ap-
pearance on the greyhound track.
In this imperfect world the best
new things produce new vices as
well as virtues. The racing
authorities and the police have to
wait and see what special dodges
the great confraternity of crooks
may try in their efforts to draw
illicit profits from the pastime.

Meanwhile there have been use-
ful discussions of rigid regulations
based on the valuable experience
gained in other sports, especially in
horse-racing.
It is admitted that the "Sport of
Kings" is cleaner to-day than it
has ever been. The most serious
crime of the past has almost en-
tirely disappeared. We may some-
times read of spectacular precau-
tions taken to guard a great horse,
but sportsmen generally note such
measures with some amusement.
Doping has become such a
dangerous game that it is seldom
feared. Even the professional
"welsers" is becoming a rare bird
of prey.

"Welsers" Scarce.

Recently a popular baronet, who
took up racing about three years
ago, laughingly confessed that his
only disappointment had been that,
having read so much about exciting
scenes of the hue and cry after a
defaulting "bookie," he had not
seen a "welsers" since he had
been attending race meetings.
For this absence of crime we
have to thank the combined services
of the Jockey Club and the police.
The latter, indeed, seem to be of
opinion that the worst offence now
connected with horse-racing is that
committed by the bogus agent who
does business from an office far re-
moved from the scene of the race,
and absconds as soon as he has
winnings to pay out.

Whatever offences make their ap-
pearance on the greyhound track,
it is not expected that "welsers"
will develop. In this matter the
new sport has an advantage over
horse-racing, for the course is
more confined.

At a meeting a few nights ago
the familiar cry was heard: A
bookie was found to be making an
effort to slip out. But there was
nowhere to run. He was wedged
in a dense crowd, and in a few
seconds was sorry he had ever been
born. The would-be "welsers" at
a greyhound meeting has no more
chance than he enjoys at a football
match.

Attempts to tamper with the
dogs may be tried. A sensation
was caused recently at Manchester
when it was discovered that six
dogs had been taken ill. The in-
cident caused anxiety for here
seemed to be the first dramatic case
of "doping" in the new sport.
Happily, police inquiries served to
allay the first fears.

Doping of Greyhounds.

It is a fact that those closely
identified with greyhound racing
fear that certain developments
arising from its amazing success
may encourage the doper to try his
craft. At present it is not worth
while.

But since dogs which could have
been purchased for a few pounds
have risen in value to hundreds,
and stakes are rapidly increasing,
there are greater temptations.
Then, too, betting is undergoing a
change which is not entirely wel-
come. There are already tales of
very high stakes.

It has been suggested that the
multiplicity of authorities and
courses under distinct controls may

CANTON OUTRAGE.

(Continued from Page 1.)

The Fatshan was the only boat
not affected, her normal lay-up in
Canton coinciding with the time
of the meeting.

The Paul Beau missed one round
trip through the retention of the
crew. This boat was due in Hong-
kong at eleven o'clock on Thurs-
day night, but owing to the fact
that the boat would not return
until after the meeting, the crew
refused to work her and she did
not come down. Offers were made
to allow the crew to return by
the next boat in time to attend
the meeting, but these were refused.
The Paul Beau left at four o'clock
yesterday afternoon and was in
Hongkong by eleven o'clock, main-
taining her schedule time, but miss-
ing one trip.

The Kwong Tung also missed one
trip. She could have left Canton
as usual yesterday afternoon, after
the meeting, but in the meantime
the Kwong Sai had arrived. This
latter boat made the return trip to
Hongkong last night, leaving the
Kwong Tung in Canton to make the
next trip down.

The Tung On left again for Can-
ton at ten o'clock this morning.

At present no further trouble is
anticipated as the matter appears to
be entirely for the seamen and their
Union, having nothing to do with
the shipping companies, with the
exception of causing interference
with their schedule sailings.

STOP PRESS.

KUOMINTANG MAY
RE-UNITE.

Shanghai, Oct. 15.

Chinese official telegrams from
Hankow announce that Messrs.
C. C. Wu, Sun Fo, Wang Ching-
wei and General Tang Seng-chi,
in efforts to unify the Kuomintang,
have reached a compromise agree-
ment whereby Wang Ching-wei
and Tang Seng-chi recognise the
legality of the Central Special Com-
mittee, pending restoration of the
Central Executive Council and the
Standing Committee, with authori-
ty and responsibility, and its scope
properly defined.

It is understood that a supervisory
committee will again be placed in
charge, with the duty of maintain-
ing discipline in the ranks of the
Government and party.

It is noteworthy, however, that
reports from other sources state
that Tang Seng-chi retains com-
plete control over the administra-
tion in his sphere of influence.—
Reuter.

make it easy for dogs to be sub-
stituted. Admittedly the public do
not like the peculiar principle which
makes it necessary for their runners
to be on a course a week or so be-
fore the race meeting. But,
actually, this is likely to check any
fraudulent manipulation.

There is to be an improved
system of surveillance at all the
chief courses, and the fact that for
a time before a race the dogs are
under the eyes of trainers and
stewards, who are gentlemen of the
highest credentials, is the best
guarantee of fair play, and the
surest guard against foul play.

The relaxation of this rule may,
indeed, prove to be a very grave
mistake. If, by any unwise agita-
tion, it is abandoned, then there are
those associated with the new sport
who sincerely fear that it may make
possible attempts to introduce some
of the worst crime which once
marked horse-racing.

ELECTRICAL "MEN"
AT WORK."ROBOTS" APPEAR IN
AMERICA.

New York, Oct. 14.
Karel Capek's dream "Robot,"
or mechanical man, seems within
measurable distance of realisa-
tion.

The Westinghouse Electric Com-
pany has exhibited a marvellous
electrical "mechanical man,"
which if addressed in the proper
tone, neither too high nor too low,
nor off the key, answers questions
and carries out instructions most
speedily.

One of these "men" was so con-
structed that at a cry of "Open
Sesame!" it opened a door.
Another lit a series of lights,
started an electric fan, turned on
a searchlight, operated a mechan-
ical sweeper, and started a signal
lamp.

At present there are only three
electrical "men" who are already
working. Their duties are to
keep a check on the reservoirs con-
nected with the Washington water
supply, and to report the number
of feet of water in the reservoir,
when they are rung up from the
water supply headquarters. The
height of the water in the re-
servoir regulates the instruments,
so that at the telephonic request
for information, the machine
utters its characteristic note a
number of times corresponding
with the height of the water.—
Reuter's American Service.

FRANCO-AMERICAN
TARIFFS.IMPORTANT CONCESSION
PROPOSED.

Paris, Oct. 14.
Before the Council of Ministers,
M. Bokanowski, the Minister for
Commerce, communicated to his
colleagues an outline of the French
reply to the last American note on
the tariff dispute. The Govern-
ment approved the reply, which is
immediately being transmitted to
Washington.

It is believed that the French
Government propose, while the
negotiations are proceeding, that
America shall have the
benefit of the tariff applied
to her before 1921, and
consequently as the result of
this new *modus vivendi*, the United
States will return to the position
she occupied before 1910.

This is an important concession,
as in several cases the maximum
tariff applicable to America will be
below the minimum tariff conceded
to Germany.—Reuter.

A MINISTER SHOT
DEAD.

ALBANIAN STUDENT'S DEED.

Prague, Oct. 14.
A young man has shot dead
Cenabeg, the Albanian Minister to
Belgrade, who had been newly ap-
pointed Minister to Prague.

The assailant fired at Cenabeg in
the hotel where the Minister was
living, and Cenabeg died en route
to hospital.

The murderer is a student named
Agriavdhebi, is 23, and a native
of Elbasan. He said his action
was due to Cenabeg desiring to
hand over Albania to Jugo-Slavia.
—Reuter.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—

1. In the British Museum. It belonged to
Hittite. Queen of the Nile Valley. 2. The
bamboo. 3. The Royal Exchange. 4. St.
Christopher. In the fifth century. 5. From
Dante's "Divine Comedy." 6. The first verse of the
fifty-first Psalm. If a criminal was able to
read it he claimed "Benefit of Clergy," and
was handed over to the Church, his life being
spared. 7. Calipha of Bagdad—Haroun-al-
Raschid. 8. The frog, which cannot breathe
with an open mouth. 9. Bouteigne was a pay-
ment by knights in commutation of service;
tailage, a feudal tax imposed on those not
liable to knight-service. 10. The Greek tri-
colours who usurped the government of Athens
in B.C. 404.

Entertainments

The Song and
Dance Man

The glamour of
the stage with
intimate glimpses
of life behind the
footlights. Scores
of beautiful chorus
girls and a famous
musical comedy
review.



HERBERT BRENON
PRODUCTION
TOM MOORE
BESSIE LOVE
HARRISON FORD
FROM
GEORGE M. COHAN'S
STAGE SUCCESS
A Gaiety Picture

AT THE

QUEEN'S

TO-DAY ONLY

2.30, 5.10, 7.15 & 9.20

A great star in a great story—

HOOT
GIBSONTHE
PRAIRIE
KING

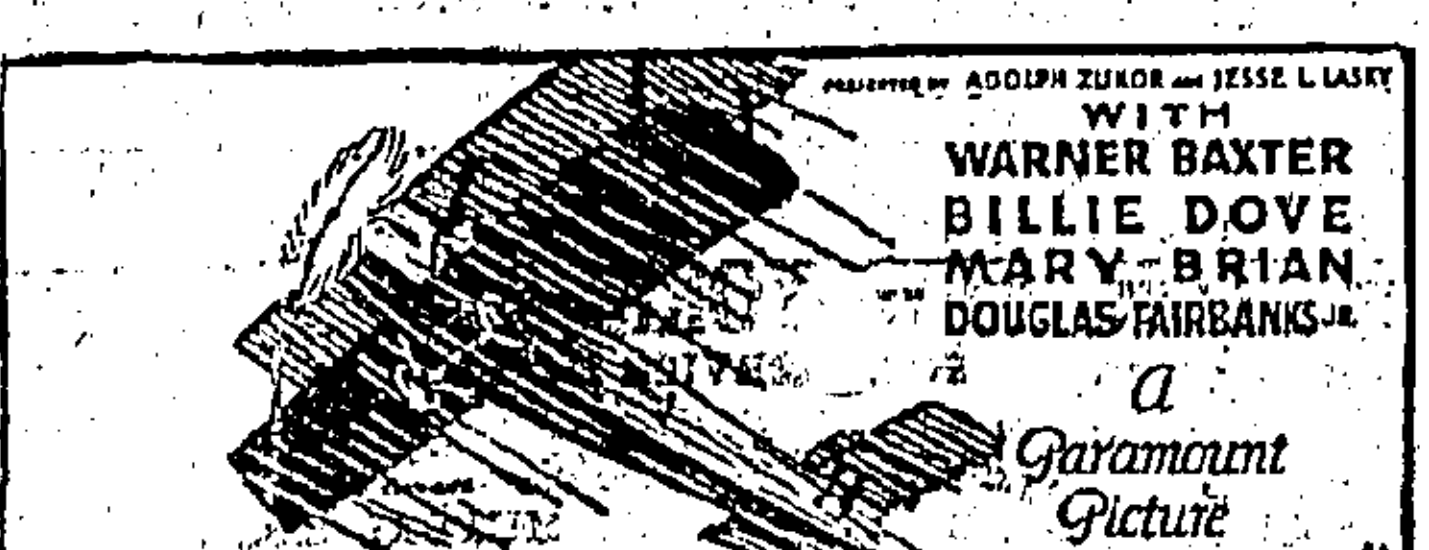
with
BARBARA
WORTH

AT THE

WORLD

TO-DAY
ONLY

Orchestra at 5.15 & 9.20. Chinese Interpreter at 2.30 & 7.15.



The Air Mail

An epic of the men who
pilot the mail planes
through the myriad
dangers of the air. A
thrilling story of love and
adventure in the flying
age. With a sterling cast
of popular players.

AT THE

STAR

TO-DAY ONLY

Continuous from 2.30 to 8.30